



August 6, 1914

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Leslie's

Illustrated Weekly Newspaper
Established in 1855



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Azores Await the "America"
Opening Up Alaska



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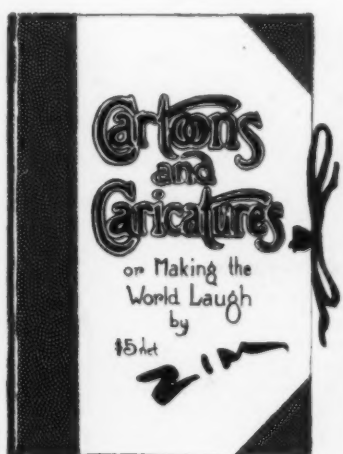
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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 13, 1853

Edited by JOHN A. SLEICHER

"In God We Trust"

CXIX

Thursday, August 6, 1914

No. 3074

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The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

To Revive Traffic on Inland Rivers



Recently a party of business men from Pittsburgh made the trip to St. Paul by boat, via the Ohio and Mississippi rivers, a distance of 2,000 miles, and had a very enjoyable time. They were met at the wharf in St. Paul by a delegation of business men of that city. The photograph is of the visitors and the reception committee. Before the days of the trans-continental railroads the river traffic between Pittsburgh and St. Paul was large, but in recent years it has been practically nothing. An effort is being made to revive it. Freight can be sent by this route in practically the same time as by rail. The only drawback is that the rivers are closed by ice in the winter and by low water during portions of the summer.

Who Pays the Advertising Bills?

IN the next issue of LESLIE'S Mr. Maurice Switzer will begin a series of three articles on this subject, which is of interest to every one. This series he calls, "The Cost of Living; Who Pays the Advertising Bills?" and he is surely well qualified to discuss the question, having been for seventeen years an advertising and sales manager, and having spent about \$5,000,000 in advertising.

Other interesting articles in next week's issue will be "Why Millions are Out of Work," by Chancellor James R. Day, of Syracuse University; and "Battling With the Army Worm," by Oswald F. Schuette.

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Originals are always much larger than the reproductions; some of these range from a foot square to three times that size. Here is a list of the subjects:

"Right Impulse, but Wrong Foot."	by Fuller
"The Democracy of Sport."	Tousey
"The Evolution of Modern Dress."	Dodd
"Vicarious Punishment."	Conacher
"For the Purpose of an Alibi."	Peters
"Numerous Relatives."	Ald
"Home, Sweet Home."	Gardly
"The Original Parcel Post."	De Maris
"Heard Above the Roar of the Train."	Crawford
"Curious Formations in Silhouette."	
"During the Deal."	Denison
"He Who Runs May Read."	Kahles
"Fashion and Her Followers."	Mascott
"Playing the Game."	Fellows
"The Picture They Tried To Suppress."	Tousey
"Three Arguments in Favor of Female Suffrage."	Ray Rohd
"Educational Episode."	Fellows
"Owned But Not Controlled."	Conacher
"To Whom Is He Telephoning?"	Tousey
"The Lunch Room Habit."	Snodgrass
"The Crisis."	Denison
"If Kings Became Baseball Fans."	Kahles
"The Optimist."	Cook
"Slow Down."	Kahles
"The First Vernal Parade."	
"The Man Who Professed To Be An Atheist."	
"Yet All These Men Are Otherwise Perfectly Honest."	
"Innocence."	Foster
"Advice to Bashful Young Men in Love."	
"And On Easter Sunday, Too."	Rohn
"A Poser."	Goodwin
"Find the Woman Who Is Trying to Reduce Her Weight."	Graham
"Dangerous Ground."	Rohn
"Blind Man's Buff."	
"Back to Earth."	

Tell us what you prefer: serious or sentimental subjects; send us \$6 and we will make a selection of five drawings—all by well-known illustrators and send them to you. If you do not like them send them back and we will return your money.

Orders will be filled as received. First comers will get the best until the supply is exhausted, so write today.

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Reproduced from LESLIE'S WEEKLY, issue of October 9, 1913



down With Capital
down With religion
NO GOD - No master

LET HIM HOWL!

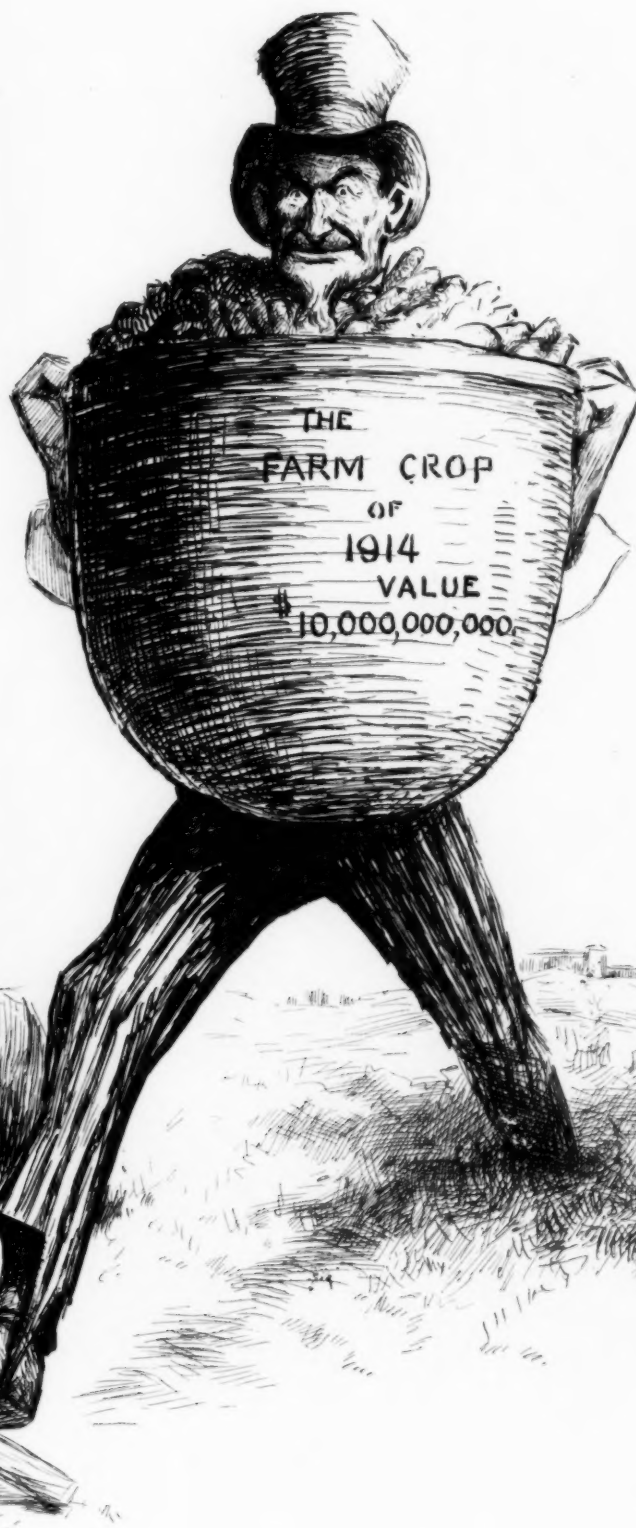
"But remember that a demagogue never filled a pay envelope."

Drawn for Leslie's by E. W. KEMBLE



DEMAGOGUES

down With Capital
down With religion
NO GOD - No master



Get Out of the Way!

Drawn for Leslie's by E. W. KEMBLE

Leslie's Illustrated Weekly Newspaper

New York, August 6, 1914

EDITORIAL

Let the Thinking People Rule!

Anarchy!

ANARCHY! Do we know what it means? It means now what it has always meant throughout the world's history—the dagger, the torch, the bomb, dynamite, assassination.

Did it ever occur to the reader how much mischief one crazy person, armed with a deadly weapon, might do in a crowd? How much more harm can an anarchist, possessing his senses and impelled only by a murderous purpose, accomplish?

One weed in a garden may be of little moment, but permit it to grow and its seeds to scatter and, the garden's fruitfulness will be gone.

The people of this country should awaken to the danger that confronts them wherever and whenever anarchy raises its hideous form. It should not be tolerated. Every advocate of it should be marked for deportation or the prison.

There should be no morbid sentimentality about this; no talk of "free speech in a free country." There is no freedom for sin, no license for vice, no permit for the dagger, the torch, the bludgeon and the bomb.

Ours is "the land of the free," but it is also "the home of the brave." Every anarchist is a coward. We offer no home to him.

Heed the Business Man

THE suggestions made to President Wilson by a committee from the Chicago Association of Commerce, that there is no need of the kind of trust legislation which the President has been urging upon Congress, meets the approval of business men everywhere.

Judicial constructions of the Sherman Anti-Trust law cleared up long ago the so-called "twilight zone." The Sherman law covers all possible evils of monopolization, restraint of trade and unfair business practices, and the application of the law in all these respects is quite well understood by business men and their attorneys. This certainty, as the Chicago business men pointed out, should not be lost in the uncertainty which would necessarily arise from new legislation, unless such new legislation were required to remedy evils not met by the existing law, as is not the case.

The one thing needed to strengthen the existing law, according to the Chicago business men, is a commission to expedite its operation. We are opposed to such a body, but if a commission must be created it should have broad powers of investigation, and power to order the discontinuance of any practices forbidden by the law. While the acts of the commission should not supersede resort to the courts for the enforcement of the law, they should precede always any action in the courts by the Attorney-General.

Business men are only too anxious, as a general rule, to observe the law. Long drawn suits at law are not only expensive, but very disastrous because interfering with the proper care and conduct of business. The willingness of business men to conform to the law as interpreted and administered by a strong business-like commission, if such an one were named, would make resort to the courts unnecessary in the majority of cases. A commission which could act upon its own initiative, upon the request of the President or the Department of Justice, or upon the complaint of aggrieved individuals, and whose action would be subject to review just as is now the case with any action of the Interstate Commerce Commission, would cover the field adequately.

President Wilson heeded the eleventh hour advice of bankers and modified the new currency law. Let the President follow his own precedent and heed the advice of the successful and practical business men of the country in the matter of trust legislation. Then let him consent to an adjournment of Congress. Such action would contribute more to the prosperity of the country than any other that could possibly be taken.

Fair Play for All

CERTAIN influential Congressmen denounce the business men of this country for alleged unfair dealing with the public. What could be more unfair than the treatment some of the Democratic senators have given to Thomas B. Jones, the Chicago lawyer, and

Deeds Speak Louder Than Words

EDITOR'S NOTE:—An extract from President Wilson's letter to Thomas D. Jones, of Chicago, consenting to withdraw the nomination of Mr. Jones as a member of the Federal Reserve Board. Mr. Jones is a director of the International Harvester Company which the Government is assailing as a trust.

IBELIEVE that the judgment and desire of the whole country cry out for a new temper in affairs. The time has come when discriminations against particular classes of men should be absolutely laid aside and discarded as unworthy of the counsels of a great people. The effort for genuine social justice, for peace, the peace which is founded in common understandings, and for prosperity, the prosperity of co-operation and mutual trust and confidence, should be a united effort without partisan prejudice or class antagonism. It is only of such just and noble elements that the welfare of a great country can be compounded. We have breathed already too long the air of suspicion and distrust. The progress of reform is not retarded by generosity and fairness."

Paul M. Warburg, the New York banker, who were nominated by President Wilson as fit and capable members of the Federal Reserve Board.

Mr. Jones was summoned before the Senate Banking Committee to inquire into his fitness, but the inquiry developed into an inquisition concerning his connection with the International Harvester Co., one of the wicked bugaboo trusts. Mr. Jones met the inquiry in the frankest way, despite what the New York Times characterizes as "The vulgar demagoguery, bad faith, hypocrisy and infinitesimal pettiness of the committee." Senator Lee, defending Mr. Jones, speaks of the injustice of publishing incomplete statements and unfair arguments against the President's nominee and declared that the attitude of the Democratic majority of the committee was dangerous "toward both the peace and industry of the country."

Is the attitude of the majority of the Senate Committee toward President Wilson's nominees for the Federal Reserve Board more unfair than that of the Democratic majority in Congress toward the business men of this country in insisting that they must be subjected to new and drastic legislation? We agree with Senator Brandegee, that "it is a disgrace and a farce" to have three committees of the Senate each considering bills of the most intricate, far-reaching character as affecting the welfare of the people with not a corporal's guard of Senators in attendance, when a Senator of acknowledged ability and who has made an exhaustive study of the questions, rises on the floor to explain them. It surely is a "disgrace and a farce," as Senator Brandegee says for the Senate and Congress to attempt to foist upon the country legislation on fundamental and great subjects when Senators themselves will not pay attention to them.

We agree also with Senator Works, of California that "to impose heavy burdens on business, place it under the supervision, espionage and control of a Government commission is the height of injustice." "What is there," he inquired referring to the anti-trust bills, "in these bills to promote free and fair competition. I maintain that their greatest tendency is to destroy all competition and all effort to advance trade." The Senator asked the very pertinent question: "Is there any demand outside of the White House for any such legislation as these bills call for?"

With equal unfairness, has the New Haven Railroad been treated by the Department of Justice. Any reader of the facts in the case will recognize that the New Haven Railroad did not break faith but that the Legislature of Massachusetts attempted to impose a new and outrageous condition on the sale of the Boston and Maine stock without the slightest consideration for 60,000 shareholders of the New Haven and those dependent upon them.

The atmosphere at Washington seems to be impregnated with a spirit of injustice toward invested capital arising from the unfairness with which the destructive and sensational press discusses public questions. Think of a leading New York newspaper, while vigorously denouncing the unfair treatment by Democratic Senators of Mr. Jones and Mr. Warburg portraying President Wilson as in the act of holding up a convict's striped suit with the caption "A New Haven Suit." Could malignity go farther.

Don't Court Disaster

WITH no government-owned telephone system giving as cheap or as efficient service as the American public gets from its private telephone companies, what ground is there for government ownership in this country? Our government has never yet demonstrated that public busi-

ness could be conducted as economically and efficiently as private, and there is no reason to believe it would accomplish, in the matter of the telephone and telegraph, that which it has done nowhere else. President Theodore N. Vail of the American Telephone and Telegraph Company declares, in his annual report to the shareholders of his company, that there are no real advantages promised for government ownership which could not be obtained by government regulation.

The success of the parcels post is cited as an argument for government ownership and operation of the telephones and the telegraph, but the two are not parallel cases. The parcels post was not a new service by the government, but simply an enlargement of an already existing service. And if the government paid the railroads a fair price for the increased tonnage which the extension of the parcels post compels the railroads to haul, parcels post, at the present rates, would be operated at a loss to the government. Government ownership and operation of telephones and telegraphs would multiply the number of political plums to be distributed to greedy office seekers, with no advantages to the public in economy or efficiency of service.

Regulation by the government will insure to the people every right or privilege they might have under government ownership and all the manifest advantages of private operation which has given to the United States the best telephone and telegraph service in the world.

The Plain Truth

DEMAGOGUES! It is at least a hopeful sign to read in such an influential newspaper as the Atlanta, Ga., Constitution the statement that "The demagogue is due from now on to diminish." It is also a pleasure to find our esteemed contemporary in accord with LESLIE'S characterization of a demagogue as "the leader and instigator of the mob."

GOING! The Progressive party is resolving itself into its original or into new elements. In Utah it has fused with the Democrats and in Wyoming it has endorsed the Democratic gubernatorial candidate. In North Dakota, it has failed to nominate a State ticket because it could muster only 2430 votes, not a sufficient percentage to entitle it to a state ticket. In Minnesota, it is confronted by a similar condition, though two years ago it cast 125,000 votes for Roosevelt. In New York it is supporting a Republican candidate for the governorship. "There is a reason."

DIFFERENT! A close combination between two of the greatest steamship lines, was recently announced. It was brought about by the German Emperor. While in this country we are "busting" big business, in Germany it is encouraged by the highest authorities. A London dispatch reports the decision of the highest English court, that a manufacturer can fix a price for his commodity. In this country legislation is pending forbidding the fixing of a price on goods for which the maker has secured a name and a market. Here cutthroat competition is invited, abroad it is forbidden. Which is conducive to prosperity?

INEFFICIENT! We have an inefficient Congress. The House passes bills up to the Senate and the Senate passes them up to the Supreme Court. If they are found unconstitutional, a new batch is passed in the hope of catching votes. Sam Gompers knows that no bill can exempt labor or any other class from the operation of a law, constitutionally. The House and the Senate know it. The President knows it. Yet, they are all pretending to try to do it. Gompers wants to keep his place as labor leader at \$5,000 a year and pickings, and Congressmen want to be re-elected. The people will have something to say about this matter.

ADVERTISING! The newspapers of the country will be interested particularly in one of the fifteen "Don'ts" which the Attorney-General of the United States laid down in his mandate to the so-called Thread Trust before he would permit its peaceful dissolution. This "don't" refers to the employment of special forces of salesmen, commonly known as "flying squadrons." If a business concern fails to get a fair share of the patronage of some part of the country, it sends special salesmen to the spot and authorizes them to do special advertising in the local newspapers to stir things up. These special salesmen comprise the "flying squadron." It is their business to seek the retailer, show him the value of the goods they have to offer, and to prove to him, if possible, that it is to his interest and that of his customers, to use the goods they recommend. This is the ordinary course pursued in every competitive business. It is legitimate. It arises from the spirit of fair competition. It stimulates advertising in the local press by large producers and also advertising by retailers. Why should the Government forbid this? In the name of common sense let us have the reason. The newspapers of the country will be glad to print it.

Opening Up the Wilds of Alaska

By OSWALD F. SCHUETTE

LESLIE'S WEEKLY Bureau, Wyatt Building, Washington, D. C.



HARRY A. EWING
HE'S DOING
MUCH FOR
ALASKA

Hon. Franklin K. Lane, Secretary of the Interior, who has charge of the Alaskan railway project.

PRESIDENT WILSON is sleeping with the Alaskan railroad problem. Not figuratively, but literally—for he has found that the only wall space in the White House which will accommodate his big map of Alaska is in his bedroom. This map, seven by nine feet in size, is the basis for the work which the President must do in deciding the routes for the new railroad, or railroads, that the government will build in Alaska. A similar map hangs in the office of Franklin K. Lane, Secretary of the Interior.

It is proposed to build a railroad on the eastern half of the southern portion of the territory, a stretch from Controller Bay as the easternmost possible terminal to the Kenai Peninsula as the most westward possibility,—from meridian 144° West of Greenwich, to meridian 152°, about eight degrees.

Alaska, and its Aleutian Islands, ranges from meridian 130° West to 176° West, a stretch of 46 degrees. So the route to be covered is comparatively small, being about as long as from New York to Norfolk.

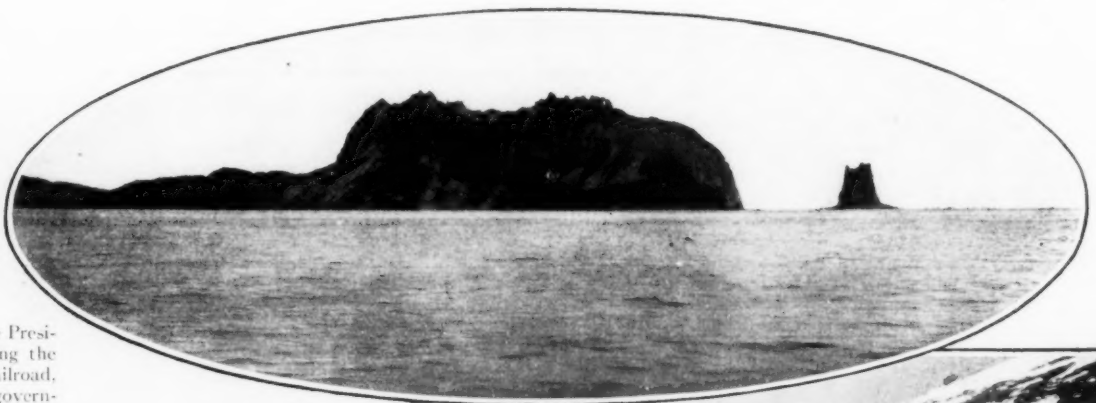
Secretary Lane will be the President's chief adviser in the selection of the route, for Alaska is under the control of his department, with certain limitations which have prompted a scathing denunciation of "red tape" in the government service in a communication that he sent to Congress recently. He has asked that body to pass a bill for a special Alaskan "board of control." This commission would consist of three members appointed by the President and confirmed by the Senate, according to the bill introduced by Senator Chamberlain of Oregon. Senator Pittman of Nevada, who, as chairman of the Senate committee on territories, has charge of this legislation, has introduced an amended bill which would add the governor and surveyor general of Alaska to the commission. This legislation, as well as the bills for the leasing of the Alaskan coal lands, are the administration corollaries of the Alaskan railroad law passed earlier in the session. Under the latter act a special commission is now at work on a survey of routes in Alaska. President Wilson and Secretary Lane hope to have sufficient data this fall to select the line for the \$35,000,000 railroad to be built by the government.

But it is Secretary Lane's criticism of the present governmental management of Alaska that is particularly striking at this time when so many efforts are being made to induce Congress to indulge in a program of governmental ownership of things in general.

"Instead of one government in Alaska," he declares, "we have a number, interlocking, overlapping, cumbersome and confusing. In their zeal for the particular parts of the public welfare they represent, the long distance representatives of bureaus located in Washington are apt to lose sight of the fact that they all represent the same interest and purpose. There is a government of the forests, a government of the fisheries, one of the reindeer and natives, another of the cables and telegraphs. There is a government for certain public lands and forests, another for other lands and forests. Each of these governments is intent upon its own particular business, jealous of its own success and prerogatives, and all are more or less unrelated and independent in their operation."

Secretary Lane then shows that all these Departments have a hand in Alaskan matters: Agriculture, Navy, War, Treasury, Postoffice, Commerce, Labor, Justice and Interior; the latter of course having the most to do with the affairs of the territory.

"Division of authority and responsibility," continues the Secretary, "under this system, combined with the effort to direct administration at long distance, under general regulations designed for the United States, naturally results in much confusion. Especially is this true with relation to the disposal and protection of the public lands and natural resources. There is one procedure for making homestead, mineral and other land entries within the national forests; another procedure for making such entries in lands outside of the forest reserves. Water power and power sites within the forest reserves are leased and operated under permits from the Forest Service; there is a question as to whether authority exists for disposal or leasing of water power elsewhere in Alaska.



ALASKA'S ROCK BOUND COAST

Cape St. Elias, the southern point of Kayak Island, a dangerous point which all vessels for the southern harbors of Alaska must pass. It is proposed to erect a light on the detached point of rock shown in the picture, but the engineering difficulties are enormous, as it is said to be the most inaccessible point on the Alaskan coast.

"Alaska can be made self-supporting within a very few years, as soon as conditions are created which will enable settlement and development and produce revenues. So far the government has done



THE MEN MAKING THE SURVEY

Members of the first surveying corps to commence work on the Alaskan railway project. It is expected that the surveys will be completed by December of this year. The surveyors are, from left to right: H. M. Chittenden, Jr., H. C. Davis, W. C. Guerin, W. E. Williams, H. S. Satterthwaite, M. D. Glessner and A. C. Hartle.

little, aside from care of the seal herd, to bring returns. It is unreasonable to expect revenue from an undeveloped and unsettled country. With disbursements and receipts passing through one and the same channel, with a broad concept of needs and conditions on the part of a single responsible body, and with revenues and expenditures reported to and by this board, there could be presented to Congress each year a comprehensive Alaskan budget which would make legislation simpler and more intelligent. But Alaskan resources must be dealt with as a whole—as a single problem of large management."

A special commission is now in Alaska to report on the most feasible routes for the proposed railway. This consists of Chairman W. C. Edes, a civil engineer who has had much experience in railroad locations on the Pacific coast; Lieut. Frederick C. Mears, U. S. A., who was the chief engineer of the Panama railroad; and Thomas Riggs, Jr., formerly a chief engineer of the Coast and Geodetic Survey.

Under the terms of the statute, plenary power is vested in the President, not only for the original location of the lines, but over their construction, maintenance, and operation as well. The only curb upon that power will be that of Congress in making available the needed appropriations and that of the Interstate Commerce Commission in supervising the freight and passenger rates.

Not only are the engineering features being considered, but such vital matters as harbors that will be free from ice in winter and routes that will open the largest possible territories of mineral wealth. Whether any of the existing lines are to be purchased by the government will depend upon how well they fit into the final project and the reasonableness of the price asked.

The final decision as to the route will not be reached until after the final surveys have been made this fall. Next winter a little work will be done such as the construction of bridges and terminals within reach of present transportation, but next year will have the busiest railroad summer in the history of Alaska. Secretary Lane hopes to have a portion of the road in operation in 1916, but the completed lines cannot be open for traffic before 1919.

The location of the road lies between two routes. The first would utilize the Copper River Railroad, which now runs from Cordova up the Copper River to Chitina, then over to the Kennicott copper mines. If this is taken over, it would be extended from Chitina, up the Copper River, and then between the Alaskan and Nutzotin ranges to the Tanana River, which it would reach at Richardson. Then it would follow the Tanana to Fairbanks and finally to the Yukon River. A variation of this line would have its



POSSIBLE SITE OF A FUTURE CITY

Portage Bay, which is being advocated as the tidewater terminal of the government railway in Alaska. It was here that the government surveyors landed to begin their work.

harbor at Valdez instead of Cordova. There are also projects for an extension from Cordova into the Haring River coal fields, and one from Copper Center through the Tahnetta to the Matanuska coal field. Other extensions would carry it over the Wrangell Mountains to the headwaters of the Tanana.

The second route would have its harbor terminal at Seward on Resurrection Bay and then cross the Kenai peninsula, around Turnagain Arm and around Knik Arm, to the Susitna River, following that river through Broad Pass in the Alaskan Mountains to the Nenona River and down that stream to the Tanana, below Fairbanks, and then to the Yukon. A branch from this line at Knik Arm would follow the Matanuska River to the Matanuska coal fields, while another would be carried from Susitna, across Rainy Pass, to the headwaters of the Kuskokwin River and eventually to Kaltag on the Yukon River. Instead of having the southern terminal of this project at Seward there is a possibility that the line may be built from Passage, or Portage Bay which would make a shorter route. The Seward terminal is being pushed particularly by those who are interested in the Alaskan-Northern Railroad, formerly the Alaskan Central, 71 miles of which have been built and which the government will be asked to buy.

"We will go over every possible route for the Alaskan railroad, before we decide which one to build," said Secretary Lane. "What we want to do is to get the route that will be the best for Alaska. We are going over every bit of information that has been gathered both by the Government and from private sources. This is not the first time that the Government has taken part in the construction of a railroad. In granting rights of way upon many of the western roads this department has had to pass upon alternative surveys. We also have a 28-mile railroad on a reclamation project in Idaho in daily operation. I have just authorized construction of a new 20-mile road in southern Arizona, for the Yuma reclamation project. We found that the cheapest way to build this project was to construct a railroad to transport the necessary materials."

The survey is one of the most interesting features of the work. The first party of surveyors landed from the steamship *Alameda* on the shores of Portage Bay on June 6. The *Alameda* is said to have been the first large boat that ever anchored in the bay, and she worked her way in carefully, feeling for the bottom with the lead. Half a mile offshore she found it, 120 fathoms down. The minimum depth was about 12 fathoms, or 72 feet. The bay is hemmed in by hills, some of them 3,000 feet high, and said to be rich in gold-bearing quartz.

The government has twelve corps on the job, and it is confidently expected that the survey will be completed before the end of the year. With the large scale maps and the other data gathered in the field the task of choosing a route will be one of good judgment and foresight.

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Awaiting the "America" at Fayal

By JOHN LANSING CALLAN

Azores Pathfinder and Relief Pilot for Trans-Atlantic Flight



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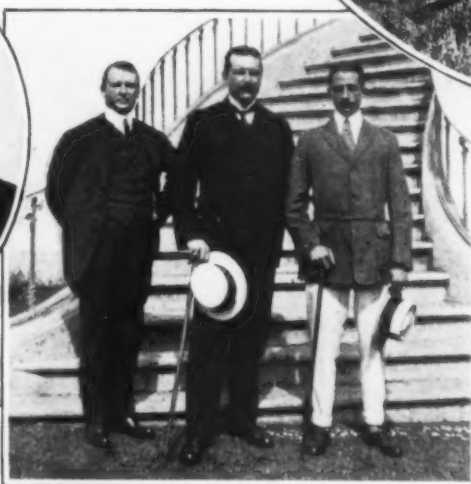
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GOVERNOR MARIA
Of St. Michaels, who has been most courteous to Mr. Callan.

me shadowed in New York. A good many newspaper men in New York know me by sight, so I knew that I would not be safe there. Accordingly, I went to Boston and sailed under the name of Harte on the *Canopic*, leaving Boston on June 12.

I'll take off my hat to the persistence of the American reporters. They did not give up even after I had departed and they had been told that



OFFICIALS AT ST. MICHAELS
From left to right: A. T. Haerberle, American Consul, Governor Maria and Mr. Callan.

I had sailed for England. They immediately began to haunt my friends in Hammondsport and one even went so far as to call in the moon to help him persuade a young lady friend to tell him where I was. But she guarded my secret.

After I had explained to the consul what I wanted to do, he suggested that I take into my confidence the civil governor, Jacintho Gago de Faria Maria. Mr. Haerberle took me to the governor's palace and there I was welcomed by the

executive, who assured me he would do everything in his power to help me. Fishing schooners are so numerous in Azorean waters that I feared they would get in the way of the "America" when an attempt was made to land her on the open sea just outside the breakwater. I explained this to Governor Maria and he immediately promised to issue orders to all officials in the island to prohibit all sailing vessels from being abroad on the day that the flying boat is expected. The governor told me I could have all the troops I needed to insure the safety of the flying boat and also placed a government vessel at my disposal on which the aviators will sleep while I am going over the machine. Under the rules of the flight, neither pilot can go ashore, nor can the flying boat be moored to a wharf.

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Had I been an Englishman, probably I should not have aroused so much comment, for there the English are numerous on all the islands and there are several in St. Michaels. But when I got to St. Michaels expecting to find a large American colony, I found only three real Americans, the American Consul, Mr. A. T. Haerberle, Mrs. Haerberle, and John W. White, Jr., the American vice-consul.

I immediately took the consul into my confidence and had it not been for his assistance, I could not have kept my plans secret. Mr. Haerberle speaks very good Portuguese, so it was not necessary for us to depend on an interpreter in conferring with the Azorean authorities. But I had gotten used to traveling incog before I left America. Several weeks before my departure, it leaked out at Hammondsport that I was to make a voyage and the reporters immediately settled down to shadow me. They tried in vain to learn my intended destination and then when I left Hammondsport, telegraphed to their offices to have



MUNICIPAL PALACE AT HORTA
An ancient building in the characteristic Portuguese style.

Opening Up the Wilds of Alaska

By OSWALD F. SCHUETTE

LESLIE'S WEEKLY Bureau, Wyatt Building, Washington, D. C.



HARDY & BRING
HE'S DOING
MUCH FOR
ALASKA

Hon. Franklin K. Lane, Secretary of the Interior, who has charge of the Alaskan railway project.

PRESIDENT WILSON is sleeping with the Alaskan railroad problem. Not figuratively, but literally—for he has found that the only wall space in the White House which will accommodate his big map of Alaska is in his bedroom. This map, seven by nine feet in size, is the basis for the work which the President must do in deciding the routes for the new railroad, or railroads, that the government will build in Alaska. A similar map hangs in the office of Franklin K. Lane, Secretary of the Interior.

It is proposed to build a railroad on the eastern half of the southern portion of the territory, a stretch from Controller Bay as the easternmost possible terminal to the Kenai Peninsula as the most westward possibility,—from meridian 144° West of Greenwich, to meridian 152°, about eight degrees.

Alaska, and its Aleutian Islands, ranges from meridian 130° West to 176° West, a stretch of 46 degrees. So the route to be covered is comparatively small, being about as long as from New York to Norfolk.

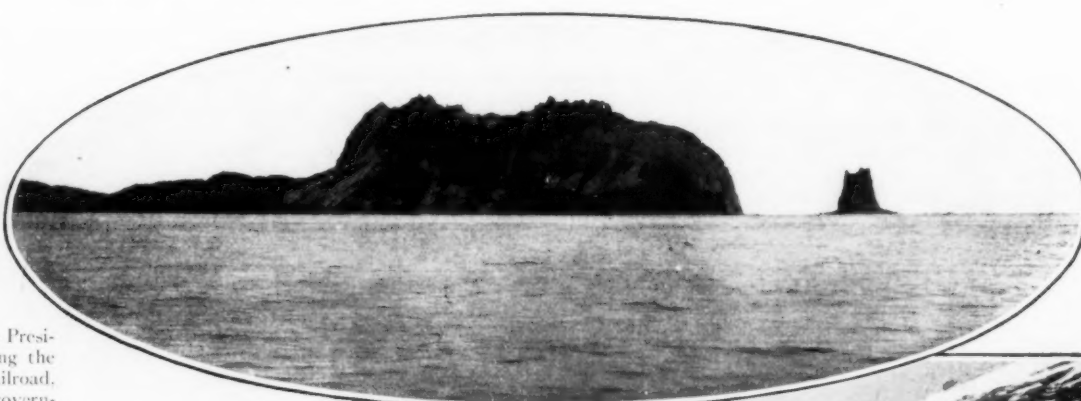
Secretary Lane will be the President's chief adviser in the selection of the route, for Alaska is under the control of his department, with certain limitations which have prompted a scathing denunciation of "red tape" in the government service in a communication that he sent to Congress recently. He has asked that body to pass a bill for a special Alaskan "board of control." This commission would consist of three members appointed by the President and confirmed by the Senate, according to the bill introduced by Senator Chamberlain of Oregon. Senator Pittman of Nevada, who, as chairman of the Senate committee on territories, has charge of this legislation, has introduced an amended bill which would add the governor and surveyor general of Alaska to the commission. This legislation, as well as the bills for the leasing of the Alaskan coal lands, are the administration corollaries of the Alaskan railroad law passed earlier in the session. Under the latter act a special commission is now at work on a survey of routes in Alaska. President Wilson and Secretary Lane hope to have sufficient data this fall to select the line for the \$35,000,000 railroad to be built by the government.

But it is Secretary Lane's criticism of the present governmental management of Alaska that is particularly striking at this time when so many efforts are being made to induce Congress to indulge in a program of governmental ownership of things in general.

"Instead of one government in Alaska," he declares, "we have a number, interlocking, overlapping, cumbersome and confusing. In their zeal for the particular parts of the public welfare they represent, the long distance representatives of bureaus located in Washington are apt to lose sight of the fact that they all represent the same interest and purpose. There is a government of the forests, a government of the fisheries, one of the reindeer and natives, another of the cables and telegraphs. There is a government for certain public lands and forests, another for other lands and forests. Each of these governments is intent upon its own particular business, jealous of its own success and prerogatives, and all are more or less unrelated and independent in their operation."

Secretary Lane then shows that all these Departments have a hand in Alaskan matters: Agriculture, Navy, War, Treasury, Postoffice, Commerce, Labor, Justice and Interior; the latter of course having the most to do with the affairs of the territory.

"Division of authority and responsibility," continues the Secretary, "under this system, combined with the effort to direct administration at long distance, under general regulations designed for the United States, naturally results in much confusion. Especially is this true with relation to the disposal and protection of the public lands and natural resources. There is one procedure for making homestead, mineral and other land entries within the national forests; another procedure for making such entries in lands outside of the forest reserves. Water power and power sites within the forest reserves are leased and operated under permits from the Forest Service; there is a question as to whether authority exists for disposal or leasing of water power elsewhere in Alaska.



ALASKA'S ROCK BOUND COAST

Cape St. Elias, the southern point of Kayak Island, a dangerous point which all vessels for the southern harbors of Alaska must pass. It is proposed to erect a light on the detached point of rock shown in the picture, but the engineering difficulties are enormous, as it is said to be the most inaccessible point on the Alaskan coast.

"Alaska can be made self-supporting within a very few years, as soon as conditions are created which will enable settlement and development and produce revenues. So far the government has done



POSSIBLE SITE OF A FUTURE CITY

Portage Bay, which is being advocated as the tidewater terminal of the government railway in Alaska. It was here that the government surveyors landed to begin their work.



THE MEN MAKING THE SURVEY

Members of the first surveying corps to commence work on the Alaskan railway project. It is expected that the surveys will be completed by December of this year. The surveyors are: from left to right: H. M. Chittenden, Jr., H. C. Davis, W. C. Guerin, W. E. Williams, H. S. Satterthwaite, M. D. Giessner and A. C. Hartle.

little, aside from care of the seal herd, to bring returns. It is unreasonable to expect revenue from an undeveloped and unsettled country. With disbursements and receipts passing through one and the same channel, with a broad concept of needs and conditions on the part of a single responsible body, and with revenues and expenditures reported to and by this board, there could be presented to Congress each year a comprehensive Alaskan budget which would make legislation simpler and more intelligent. But Alaskan resources must be dealt with as a whole—as a single problem of large management."

A special commission is now in Alaska to report on the most feasible routes for the proposed railway. This consists of Chairman W. C. Edes, a civil engineer who has had much experience in railroad locations on the Pacific coast; Lieut. Frederick C. Mears, U. S. A., who was the chief engineer of the Panama railroad; and Thomas Riggs, Jr., formerly a chief engineer of the Coast and Geodetic Survey.

Under the terms of the statute, plenary power is vested in the President, not only for the original location of the lines, but over their construction, maintenance, and operation as well. The only curb upon that power will be that of Congress in making available the needed appropriations and that of the Interstate Commerce Commission in supervising the freight and passenger rates.

Not only are the engineering features being considered, but such vital matters as harbors that will be free from ice in winter and routes that will open the largest possible territories of mineral wealth. Whether any of the existing lines are to be purchased by the government will depend upon how well they fit into the final project and the reasonableness of the price asked.

The final decision as to the route will not be reached until after the final surveys have been made this fall. Next winter a little work will be done such as the construction of bridges and terminals within reach of present transportation, but next year will have the busiest railroad summer in the history of Alaska. Secretary Lane hopes to have a portion of the road in operation in 1916, but the completed lines cannot be open for traffic before 1919.

The location of the road lies between two routes. The first would utilize the Copper River Railroad, which now runs from Cordova up the Copper River to Chitina, then over to the Kennicott copper mines. If this is taken over, it would be extended from Chitina, up the Copper River, and then between the Alaskan and Nutzotin ranges to the Tanana River, which it would reach at Richardson. Then it would follow the Tanana to Fairbanks and finally to the Yukon River. A variation of this line would have its

harbor at Valdez instead of Cordova. There are also projects for an extension from Cordova into the Haring River coal fields, and one from Copper Center through the Tahnetta to the Matanuska coal field. Other extensions would carry it over the Wrangell Mountains to the headwaters of the Tanana.

The second route would have its harbor terminal at Seward on Resurrection Bay and then cross the Kenai peninsula, around Turnagain Arm and around Knik Arm, to the Susitna River, following that river through Broad Pass in the Alaskan Mountains to the Nenona River and down that stream to the Tanana, below Fairbanks, and then to the Yukon. A branch from this line at Knik Arm would follow the Matanuska River to the Matanuska coal fields, while another would be carried from Susitna, across Rainy Pass, to the headwaters of the Kuskokwin River and eventually to Kaltag on the Yukon River. Instead of having the southern terminal of this project at Seward there is a possibility that the line may be built from Passage, or Portage Bay which would make a shorter route. The Seward terminal is being pushed particularly by those who are interested in the Alaskan-Northern Railroad, formerly the Alaskan Central, 71 miles of which have been built and which the government will be asked to buy.

"We will go over every possible route for the Alaskan railroad, before we decide which one to build," said Secretary Lane. "What we want to do is to get the route that will be the best for Alaska. We are going over every bit of information that has been gathered both by the Government and from private sources. This is not the first time that the Government has taken part in the construction of a railroad. In granting rights of way upon many of the western roads this department has had to pass upon alternative surveys. We also have a 28-mile railroad on a reclamation project in Idaho in daily operation. I have just authorized construction of a new 20-mile road in southern Arizona, for the Yuma reclamation project. We found that the cheapest way to build this project was to construct a railroad to transport the necessary materials."

The survey is one of the most interesting features of the work. The first party of surveyors landed from the steamship *Alameda* on the shores of Portage Bay on June 6. The *Alameda* is said to have been the first large boat that ever anchored in the bay, and she worked her way in carefully, feeling for the bottom with the lead. Half a mile offshore she found it, 120 fathoms down. The minimum depth was about 12 fathoms, or 72 feet. The bay is hemmed in by hills, some of them 3,000 feet high, and said to be rich in gold-bearing quartz.

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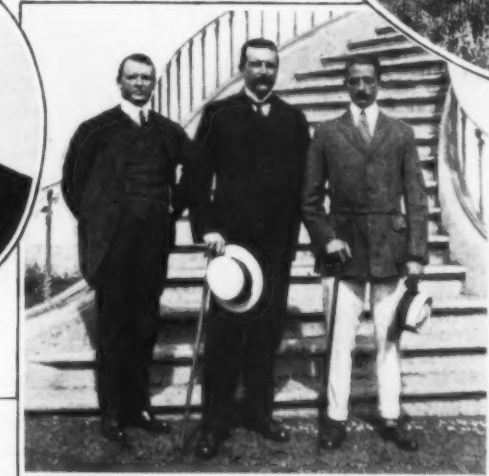
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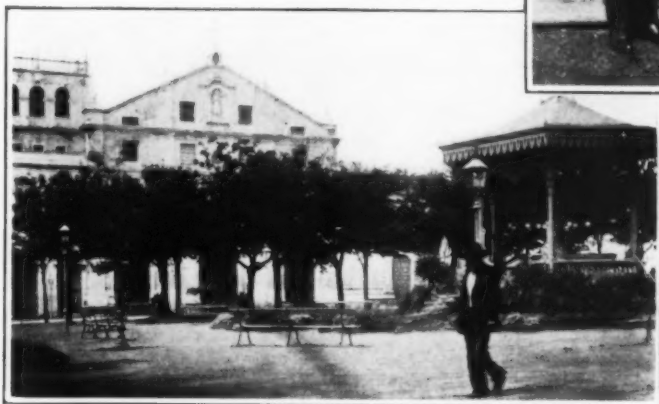
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Talcum Powder Tess

By LOUIS R. CRAWFORD

ALGERNON WIMBELTON was just about the sort of fellow the name implied, and whatever steered him into the army, goodness knows; but you meet up with queer cards in the service. He was English, and, in a way, that excused the name; but, for the rest, he was absolutely responsible.

Algy came to H troop at the Presidio while we were waiting for a transport for the Islands. A big overgrown kid he looked, and did not seem to have sense enough to come in out of a heavy shower. They put him in Red Kelley's squad with Kid Callahan, Ike Freeman and that crowd, and you can imagine the picnic that followed.

Of course, Algy was sent for saber ammunition, pie and butter cheeks, the key for the parade-grounds, and those old gags; but what staggered Red and the boys most was that Algy wore union suits, scorning the government issue, and he used talcum powder every time he washed.

We took station in Pampangas, a peaceful province, and the boys proceeded to make Algy's life miserable. The funny part was he never got wise and I used to see him actually crying, down behind the stables, until I began to think they would drive him to desert. "Talcum-Powder Tess" was the name they gave him, and I could see that it hurt. I have no idea how it all would have ended, if that wonderful old Datto Moli had not broken out again, down Mindanao way.

An expedition was starting out from Zamboango to run him down, and they were to be augmented by a force from the north line. A squadron was to go from Stotsenberg and we hung in suspense all day, waiting to hear what troops were to be designated. At review that evening the adjutant read the order. H was the first troop on the list.

The regiment turned out next morning in full pack. Our horses were left behind, and we took a special train on the crazy little Manila and Dagupan into Manila, where we immediately went on board a small insular transport.

No news from the front, except that the expedition was headed for Jolo. Our only fear on the way down was that we would be too late, or that we were designated from camp duty at Overton or Zambo, to replace the depleted garrisons where the troops had gone to the front. We went direct to Jolo, where we found a regiment of infantry, three mountain batteries, a squadron of cavalry, and several companies of native scouts. Colonel Jordan was in command of this provisional brigade.

The Datto Moli, with about a thousand followers, being hard pressed, had taken refuge in the crater of an extinct volcano. The position with half that force modernly armed would have been impregnable. Colonel Jordan, who was a soldier of the old school, was for moving immediately lest contrary orders arrive from headquarters; so at daybreak next morning we moved out.

It was rough marching and by the time we had reached the mountain and thrown a cordon of troops around it night was again falling. We bivouacked at the base and slept on our arms, each man tingling with the excitement of what the morrow was to bring forth.

It was just daybreak when we started the ascent, after a hurried breakfast. Much has been written of that ascent of Mount Jolo, and I have seen pictures of the artillerymen, with blocks and tackle, hauling their heavy pieces up the steep sides. I do not wish to take any of the credit from those artillerymen, for they worked hard that day; but, fortunately, they had mountain batteries, small but powerful guns designed for just such service, and easily taken apart and carried in sections. It was the cavalry that pioneered the way, and H troop was in the lead most of the time.

The early ascent was mostly through thick jungle growth and hard going. At last a clearing was reached where the artillery set up and began dropping shells into the crater. There was very little response from the top during that long afternoon and we spent the second night on the mountain side. During the hike, Algernon had held his end up all right, though he still stuck to his talcum powder, and the boys continued to devil him. I realized that he was not scared but that he did want companionship. I tried to cheer him up a bit and for the rest of the way he stuck right by my side.

Next morning, after the artillery had again shelled the

crater for awhile, a general advance was ordered. We climbed through broken timber for some time, and, as we neared the top, the timber opened out, and the sides became more rocky and precipitous. The advance had been in open order, but the nature of the ascent now compelled the men to close in. The peak was scarred with deep ravines on all sides except the north, where a more gradual slope offered the only accessible approach to the crater, and it was there that our forces were concentrated.

There we met with the first real resistance. Most of the half-savage defenders of the crater were armed with rifles and while their fire had not inflicted many casualties, it was a reminder of what to expect during that last climb. We were a good 300 yards from the summit when we halted and commenced to return their fire from behind rocks and brush. The last hundred yards would be over sheer rock, with no cover whatever. The artillery, which had been dropping shells into the crater during our ad-

now were forced to double back and come up in file. This exposed them to a galling fire. When they were three-quarters of the way up, and being picked off one by one, they began to waver and fall back, at first slowly, then more hurriedly. For the little handful that had reached the ledge, retreat was as much out of the question as further advance, so we turned our faces to the top, knowing that the boys would come on again.

At the point where we had taken cover, the ledge sloped up towards the top, and, almost before we realized our situation, the Moros were sweeping the ledge with their rifles, making our position untenable. The sing and drone of the bullets was sickening. Around me, the krag were barking spitefully; but our fire was having little effect. I had drawn my Luger when we took shelter, but could see nothing at which to shoot. Harding and Folwell had been hit and Kid Callahan toppled forward without a word. Flying splinters of rock struck me in the face and I turned to Red who said, "We can't hold this place. Work your way down the ledge, where there is better cover."

A little way below the ledge made a sharp angle to the right. Here was safety, at least until the other troops came up, and one by one we worked our way down, sliding over the loose rocks. I picked up Folwell's carbine as I passed and when we reached the new position we could see the troops below coming up again in open order. Not long to wait now, and we turned our faces to the top, then groaned. Half-way down the ledge lay Red Kelley, his face turned towards us beseechingly. He had fallen in such a way that he was in sight of the enemy and already the Moro marksmen had picked him for a victim. A shudder went through our little band as we saw splinters of rock and spurts of dust kicking up around him. Down the slope the advancing line was half way up to our position. Then Algy spoke, and, strangely enough, I was not surprised at the determination in his voice.

"Can you hold this place until the rest come up? I'm going to get Mr. Kelley."

I looked again at the advance; they were wavering, in spite of the officers' efforts to rally them, and I turned back to Algernon. He had gone. Our force behind the ledge numbered only eight now; but, as we saw the slender figure of "Talcum-Powder Tess" crawling up that ledge alone, we rose as one man and cheered. Then we started after him. I lay no claims to heroism. It was the magnetism of Algernon's courage that drew me after him. We would have followed him into the gates of hell, and as we dashed up the ledge behind him I do not believe any power on earth could have stopped us. That was the turning-point of the fight. The advance had begun to waver, but, when we dashed from behind the ledge after Algernon, they came on again with renewed spirit.

I paused when I reached Red Kelley but he shouted: "Go on! Don't stop for me; I'm out of it. Go on, go on!"

Algernon was pressing right on to the top, and the officers, quick to take advantage of the turn in the tide our sudden dash had created, were urging the men up after him. The rocks were covered with eager, khaki-clad men, cursing and cheering, but swarming forward to the top, spurred on by a common impulse.

Then came the melee. As we leaped over the crest among the half-naked brown men, bolos and spears were whistling an accompaniment to the crack of rifles and general tumult of the assault. A savage brown face rose in front of me, and I emptied my Luger into it, the entire clip. Then, I felt a crashing blow on the head, and went sick at the stomach as I dropped on my knees. I had been struck with the flat of a bolo, Freeman's carbine being thrust in front of me in time to deflect the blow.

It was over in a few minutes. The infantry reserve came up and finished the work in short order. The Datto Moli had made his last stand. As we straggled back down the hill, bearing our wounded on improvised litters, I remembered Algernon. What had become of the man who had led that last grand rush which had carried the almost impregnable position?

Tenderly, they were bearing him down over the rocks, officers and men alike baring their heads, as his gaunt form passed, an uncrowned hero whom they had jeered and

(Continued on page 141)



Go on! Don't stop for me—I'm out of it—go on—go on!

vance, was now compelled to cease firing, for fear of killing our own men.

Near the summit there was a sharp ledge of rock running in an irregular fashion about half-way around the mountain, and it was evident that men behind this ledge could sweep the summit with their fire, thus giving the troops a chance to advance to within almost 50 yards of the enemy under cover of friendly guns.

The plan of attack was for G troop and our own to advance to the ledge and open fire on the peak; E and F had worked around to one flank and were to cover our advance as far as possible. Our fire from the ledge was calculated to destroy the morale of the Moros and to cover the advance of the other squadron of cavalry, until they were in position to storm the crater. A battalion of infantry with the native scouts guarded the possibility of an escape down the ravines and the balance of the infantry acted as our reserve.

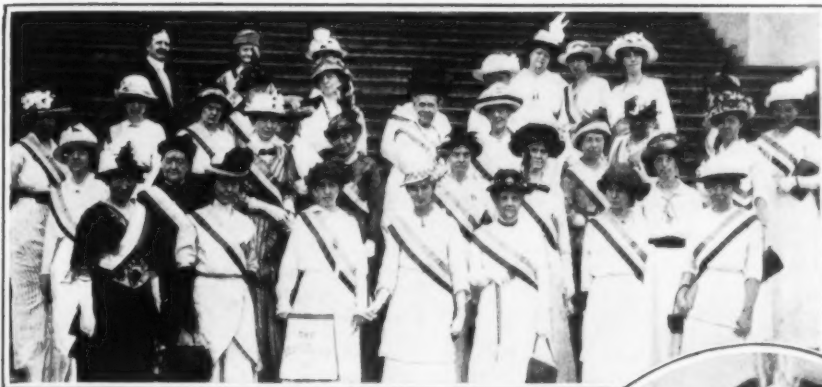
All was fully understood, and, when the word was given, G and H sprang forward with a will; but the rough ascent was harder than we had anticipated. E and F had opened fire on the summit. The angle was so great, however, that most of their bullets were ricocheting off the rocks, being more of a menace than a help to us. The nature of the slope forced us to bear to the left and before half the distance to the ledge had been covered we were enfiladed by a withering fire from the peak.

For most of us it was the first experience under fire. My knees felt weak and I was bewildered; but I saw Algernon pressing on beside me and, blindly, I kept on going. I was junior sergeant of the troop and, as a rule, carried the guidon; but guidons, blanket-rolls and other impedimenta had been left at the base of the mountain. I had nothing except a Luger automatic in my belt. Having both hands free I was able to make good time in the wild scramble over the rocks and was among the first to reach the protecting ledge, but Algernon and Red Kelley were there ahead of me and dragged me under cover.

Men were still crowding under the ledge, but we had not yet recovered breath enough to open fire, when I heard Red exclaim: "My God, they're breaking!"

Turning, I looked back down the slope. About fifteen of us had reached the cover of the ledge by an almost straight ascent; the balance had borne off to the left, and

People Talked About



PRESSING SUFFRAGE QUESTION ON CONGRESS
A delegation of suffragists, who called recently on the members of the Rules Committee of the House of Representatives to urge a favorable report on the Bristow-Mondell bill authorizing the submission of a constitutional amendment providing for woman's suffrage. Petitions were presented to each member of the committee. This delegation represented the Congressional Union for Woman Suffrage.



CANADA'S NEW GOVERNOR GENERAL

Prince Alexander of Teck and his family. He is the brother of Queen Mary and was recently appointed to be governor general of Canada to succeed the Duke of Connaught. He will take up the duties of his office October 1 next. He is comparatively a young man for such a high position, but has given evidences of great tact and force of character. His family is very popular in England, and doubtless will be equally so in Canada.



THE OWNER OF THE HOPE DIAMOND
Mrs. Edward Beale McLean, one of the most prominent society women of Washington, who is spending the summer at Newport. She is shown with the famous Hope diamond in the pendant of her necklace. This gem, one of the most famous in the world, has, according to the legend, brought ill luck to all its previous possessors. In the case of the McLeans, however, it has so far given no evidences of its supposed malign influence. Mrs. McLean's son, Vinson Walsh McLean, was known, a few years ago, as "the billion dollar baby."



THE LEADER OF THE ULSTERITES
Sir Edward Carson, in a snap-shot taken while he was speaking at a great anti-home rule meeting at Blackburn, Lancashire, England. He has been the guiding spirit of the organized opposition to the Home Rule Bill in the North of Ireland, and it is reported that he has over 100,000 men armed and drilled in military tactics, with which to back up his threat that Ulster will not submit to be governed by an Irish parliament. The Nationalists, or advocates of home rule, are also arming and drilling, and are much more numerous than their opponents.



NOT AS BAD AS IT SEEMS
An artist's model standing in front of a recent and excellent portrait of King George V and pretending to twirl the royal mustache. The King has just started Great Britain by his speech before the Home Rule Conference in which he said, in referring to the Ulstermen, that "the cry of civil war is on the lips of the most responsible and sober-minded of my people."



DENOUNCES THE MUCKRAKERS
Rome G. Brown, of Minneapolis, Chairman of the American Bar Association's Committee to Oppose the Judicial Recall, recently denounced the muckrakers in a speech before the North Carolina Bar Association. Mr. Brown believes that "President Wilson is president, not of the Democrats nor of the Republicans but of the American people."



WHERE TRUE LOVE DOES NOT RUN SMOOTHLY

Reports from Berlin indicate that the romantic engagement of Prince Oscar of Prussia to the Countess Ina von Bassewitz, to which the reluctant consent of the Kaiser was obtained some months ago, is in danger of being broken off. The negotiations for the bride's future position have been made difficult by the pride of her father, who insists that the dignity of his daughter must be maintained. Jealous intrigues in the court are also jeopardizing the affair. The proposed marriage of a son of the Kaiser to a simple countess is bitterly resented by the satellites of the royal family.



FIGHTING AGAINST THE PORK BARREL

Senator Burton, of Ohio, is leading the fight against the River and Harbor Bill appropriating over \$43,000,000, the largest cash appropriation ever carried in such a bill. He objects to the system of making public improvements piecemeal and to benefit particular localities, so as to favor congressmen. It is charged that the improvement work on the Mississippi River between the mouths of the Missouri and Ohio Rivers, begun in 1881, with an estimated total cost of \$16,000,000, has already absorbed \$17,000,000 and now \$17,000,000 more is asked. President Wilson is inclined to have a commission appointed to recommend appropriations on a systematic plan.

In the World of Capital and Labor

A Monthly Review of Interesting Industrial Developments

By CHARLTON BATES STRAYER

The Fight for Foreign Trade

GREATER prosperity through greater foreign trade was the keynote of the National Foreign Trade Council organized by the National Foreign Trade Convention held recently in Washington. The foreign trade of the United States is now valued at four and one half billions, more than half of which represents exports. This great development has been due to our immense natural resources and the enterprise of individuals, not to a comprehensive national policy, commercial or industrial co-operation, or any aid from a merchant marine of our own. The time has come to organize and utilize all these factors heretofore neglected. James A. Farrell, President of the United States Steel Corporation, is the first chairman of the National Foreign Trade Council. "The next great era in the economic development of the United States," said Mr. Farrell, "will be the extension of our foreign trade." To this end the Foreign Trade Council will work for the creation of a merchant marine flying our own flag, the establishment of American banks abroad and the co-operation of the government in efforts to capture foreign trade. Manufacturers and trading houses directly engaged in foreign trade are keenly interested in the new movement, but there is no industry unaffected by it. The farmer, the workingman, the railroads and financial interests will all reap the benefit from a greater development and a stable maintenance of the nation's credit in international commerce.

Trade Possibilities With Latin America

THERE has been much loose talk about the effect the Panama Canal is going to have upon our foreign trade, but little careful planning on the part of this country to secure its share of the benefits that will arise from the opening of the canal. "No greater mistake is possible," said President Edward N. Hurley of the Hurley Machine Company of Chicago at the National Foreign Trade Convention, "than to expect the canal without effort on our part to vastly enrich us with the trade of Latin-America. The ditch is no magic cornucopia to shower wealth in our waiting laps." If we are to build up trade with Latin-America we must work for it, and all the more persistently now because of past neglect.

We can do no better than look to European nations for an example of the surest way to build up foreign trade. Europe recognized the rich field offered by Latin-America while we did not, and appreciating also the fact that we had the natural advantages to make ourselves the most powerful competitors for this trade, proceeded, as Mr. Hurley says, "to rear a close-knit commercial structure designed to capture the trade untouched by the United States, and hold it when the United States entered the field." Europe has established throughout Latin-America a network of sales organizations and trading houses, steamship lines and banks, and has controlled most of the news agencies, while all European powers utilize to the limit their diplomatic agencies in the extension of their trade. These methods are still open to the business men and to the government of the United States. The methods of the American salesman which make him so successful in getting trade at home will make him equally successful in securing trade in South America if these methods are adapted intelligently to the temperament and customs of the people. Advertising, demonstration and follow-up methods when properly used will sell a good article anywhere, provided only it is adapted to the needs of the people.

The Way to End Unemployment

EMPLOYMENT bureaus do not open factories or set the wheels of industry going. They do not create opportunities for work. The best they can do is to bring together the job seeker and a job. As a solution of the labor problems such bureaus are of minor consequence. With the idea of making every post office in the United States a labor employment bureau our idealistic great Congressman William J. MacDonald of Michigan has introduced a bill in the House calling for an appropriation of \$2,000,000 for the carrying out of his plan and the establishment of the system. In the prosperous days of the McKinley administration, nobody suggested any such plan. There was no problem of unemployment then. The best way to get work for the unemployed is not by saddling a \$2,000,000 foolish experiment on the taxpayers and loading postmasters with additional duties, but by starting up the wheels of industry. And the best way to do that is for Congress to give business a rest from investigations, from fantastic and ill-digested new legislation. If legislatures



HOWARD ELLIOTT
Chairman of the New Haven railroad, who truthfully says that the railroads have suffered about as much persecution as they can stand.

will let the railroads alone, and the Interstate Commerce Commission will treat them decently, the railroads alone stand ready to spend \$3,000,000 a day for the next five years. This tremendous expenditure would react powerfully on every industry allied with the railroads. The only sensible way to solve the labor problem is to revive business. When that is done, the government won't need to establish any expensive bureaus to get jobs for the unemployed. Every man will find his own job, and there will be enough to go around.

Open Shop Quitters Fined

BUSINESS associations may fine members for violating the regulations of their association. For breaking away from the open shop agreement of the Associated Hat Manufacturers during the Danbury labor troubles of 1909, the Baird-Unteidt Company, hat manufacturers of Bethel, Conn., have been compelled under a decision of the Supreme Court of Connecticut to pay the association a fine of \$5,000 with interest for five years and all the cost of litigation. Early in 1909 the association, composed of sixty-five concerns in New York, New Jersey, Pennsylvania and Connecticut, manufacturing men's hats, began to have trouble with the United Hatters of North America. As a result the Associated Hat Manufacturers adopted the open shop plan, and during the strike which followed an order was issued by their board of directors that no manufacturer should resign during the strike. A by-law of the Association provides that violation of any regulation of the Board of Directors by any member should entail payment of \$5,000 damages by the offender.

Following the strike produced by the open shop order, most of the factories got to work again in a few weeks on a non-union basis, but in Danbury and Bethel, Connecticut, where the union influence was particularly strong, many factories were unable to open. The Baird-Unteidt Company and fourteen other companies made an agreement with the unions to return to the union shop, giving the necessary three months' notice of withdrawal from the Associated Hat Manufacturers, but violating the order of the board of directors that no company should resign from membership during a strike. The Supreme Court of Connecticut has upheld the right of the Associated Hat Manufacturers to collect their constitutional damages from all the fifteen companies violating the order of their board of directors. Manufacturers must live up to their agreements with one another whatever may be their individual choice as to the best way to settle strikes.

Selfish Leaders to Blame

THE internal strife in the local union of the Western Federation of Miners at Butte, Mont., which resulted in the loss of one life, injuries to four men, and a property loss of \$100,000, has drawn much criticism upon labor unions. It is not fair, however, to lay at the doors of all unions or of the majority of labor unionists the charge of the spirit of riot and disorder. The majority of labor unionists are peaceful, law-abiding citizens, whose first allegiance is to the government which protects them and insures them their rights. But it is fair to ask why this type of labor unionists permits a disturbing element, always a minority, to be in control. An inner circle of

officialdom is, many times, wholly responsible for conduct that brings into disrepute all who compose the union. An example of this is the dynamiters in the Structural Iron Workers' Association. President Wilson without any explanation has just commuted the sentences of four of these men, while Frank J. Ryan, the president of the organization with a seven-year sentence, and nineteen other conspirators with terms ranging from three to six years must begin serving their sentences at the Leavenworth Penitentiary. Many of these men were high officials, but in the dynamiting outrages they did not represent the rank and file of the members of the association. What the unions need is a thorough housecleaning, just as we are compelled to have in politics every few years. Leaders who are such for their own profit rather than for the good of the organization should be weeded out, and men of fitness, of clean lives and habits, the integrity of whose character had already been established, should be put in their place. The rank and file of workingmen have in their hands the power to save their organizations from the bad name brought upon them by untrustworthy leaders.

Stop! Look! Listen!

THIS sign of the railroad crossing has a message for the whole nation. It is time for the nation to stop to see if it is not putting greater burdens on the railroads than they can bear, and to look ahead to see what is necessary to give the railroads relief in order that they and the country may grow and prosper together. Analyzing the railroad situation in the United States in an article for the Chicago Herald, Chairman Howard Elliott of the N. Y., N. H. & H. R. Co. says, "There have been three R's in the railroad business the last twenty years—raising wages, raising taxes, and reducing rates. It looks now as if we had reached very nearly the parting of the ways, and that if the nation wants continued expansion and a development of its railroads, these three R's cannot go on, because there will not be money enough to foot the bills."

The biggest business of the country is agriculture, and transportation comes next. The people do not seem to realize the tremendous achievements of the railroads in the development of the American continent.

The practical rebuilding of the transportation machinery of the United States since the Civil War has been the wonder of foreign countries. This has been done in such scientific way that the capital invested represents but \$60,000 per mile here while in England it represents \$273,000 per mile and in Germany \$114,000 per mile. The average charge against the people of the United States for hauling a ton one mile is but three-fourths of a cent, while in Germany it is one and one-half cents and in England two and one-third cents. The average pay of railroad employees here is \$723

per year, compared with \$270 per year in England and \$388 per year in Germany. Such a comparison ought to make every citizen proud of American enterprise and efficiency.

The people demand of the railroads the fastest and safest and most luxurious service that science and skill can produce, and at the same time the Government has so restricted their rates that at the present time all development plans have had to be halted, no new roads are contemplated, and once-prosperous railroads have been reduced to a hand-to-mouth existence. Managers are trying each year to make a dollar go further than the preceding year, but as Mr. Elliott suggests, the limit in that direction has been reached. The need of fair treatment for the railroads becomes more pressing every day.



JAMES J. FARRELL
President of the United States Steel Corporation and the first chairman of the National Foreign Trade Council, which proposes to enormously expand our export trade after the opening of the Panama Canal.



WILLIAM J. MACDONALD
Congressman from Michigan, who advocates making the postmasters of the country free employment agents, at a cost of \$2,000,000 to the federal government.

The Long-Hour Men

By MINNA IRVING

When close upon the sunset hour
The welcome whistle blows,
The workman takes his dinner-pail
And homeward gaily goes.
He finds the table neatly spread,
And supper smoking hot,
And softly hums a little tune,
Contented with his lot.

He trots the baby on his knee,
And when the paper's read,
Knocks out the ashes from his pipe,
And early goes to bed.
His health is good, his heart is light,
His slumber sweet and sound,—
How different is it with the men
Who make the wheels go round!

The banker sits before his desk
Till far into the night,
A thousand things demand his care
And thread his locks with white.
The manufacturer is late
When notes are falling due,
And threatened strikes and damage suits
The merchant's path pursue.

Eight hours, and then the toiler drops
His yoke beside his tools,
Eight hours, and all the spindles rest,
The flaming furnace cools,
But still the business man, although
His eyes for sleep are dim,
Must grind away, there is as yet
No eight-hour law for him.

Laughing Around the World

with HOMER CROY

III.—Calling on the Biggest Volcano in the World

EDITOR'S NOTE.—From the heat of the Volcano's crater our humorist went for a plunge in the sea. In his next, "Playing with the Sharks in their own Back Yard," he will give you a half hour of merriment. It is coming soon.



THE CRATER OF MOUNT KILAUEA, THE LARGEST VOLCANO IN THE WORLD

IN school, after a careful reading of Butler's able tome on the principal points of interest in the different countries, I had the idea that a volcano was a picturesque cone situated near a railroad where, if you lay flat down on your face, you could see the liquid lava seething and lashing, as if some one was busy in the furnace room. The other day I visited for the first time a volcano that was in session and found that Mr. Butler had taken most of his volcano knowledge from hearsay.

Instead of being a cone with a place to lean over and look down into the yawning abyss, a real 1914 model hasn't any cone, nor any place to lie down to catch a glimpse of the fearsome sight that stirred Mr. Butler to his eloquent lines at the bottom of page 84. In checking up Mr. Butler I found him right in only one detail: he had given an accurate description of the abyss. With all the tourists making the same remarks—"Isn't it wonderful!" "Words can not describe it!" "Isn't it superb!"—one can't blame the abyss for breaking into an involuntary expansion of the thorax and pectoral muscles. Only an abyss with the greatest self control could keep from complaining of a headache and going upstairs.

The most grievous mistake that Mr. Butler made was in leading one to believe that volcanoes were always at the end of the car line. Instead of that you have to go as far as the steam train will take you, hire an automobile for the rest of the way and then ride with a newly married couple.

I had always thought that Kilauea, the largest active volcano in the world, was just back of the City Hall in Honolulu, but when I got to Honolulu I found that a person has to get on a boat and ride all day and night to the island where the volcano has secreted itself. Instead of having to climb a towering cone with one of those alpenstocks they have in the chocolate advertisements, all we had to do was to sit still and be whirled clear to the crater. The only cone in sight was one with ice cream inside it. On the way to the crater I tried to give sharp, penetrating glances at the rock formations so that when people asked me what kind of trees, shrubs and flowers grew along the way, and how many eruptions there had been, I could tell them, but for the life of me I couldn't look outside. I couldn't keep my eyes off the newly married couple and the man from Berlin, who kept his camera open with the bulb dangling, ready any moment to snap something for his "My Trip Abroad." The newly married couple cared nothing for flowers or how many disturbances there had been. He was more interested in knowing if she was happy and she was in throes of keeping his tie straight.

"Kilauea crater!" called the chauffeur, as if announcing a station, while I marveled at the luxury of going to see a volcano. All around was a deep, rich-looking, black mud all tumbled up as if an unseen hand as big as a state had squeezed it out between its fingers in rich, black streams, then gone on to a new toy. It looked as if we were going to step into forty acres of gumbo, but instead of being rich, first bottom mud a few steps out showed it hard volcanic rock. There it was—acres and acres of it—black and deep and gurgling. It reminded me for all the world of an old coffee pot—black and kicked. It wasn't round; it wasn't flat—it was lumpy and black. Everywhere the mud fields stretched away; rising and falling with the gentle undulations of mud pies carefully tramped by joyous girls. Out in the middle of the mud pie was a great black hole, as if some giant man had come along and stepping on the edge had blasphemously and rheumatically pushed his cane through the middle and out the smoke had lifted and shifted. Always

and over all hung the smoke, whipped by the wilful wind.

Watching until the wind lifted we would edge in to the crater rim and peer over, down into the heaving depths. We could see nothing, when suddenly the smoke would rise and down in the blackness of a million nights would come a glimmering light, wavering and feeling, like a man with a lantern coming around the corner, beams reaching out and fingering the way. With numbers lending courage the lanes of light would gather and spring up in a flare, would come tumbling and rolling up the sides as if the lava were seeking freedom while the guarding smoke nodded.

The light would shoot and reach blindly for a moment to be suddenly cut off, as if massive firemen were coal-ing the world, shutting their doors behind every

The wonder and the terror of it all did not seize upon her.

"Honey," she was saying, as his arm stole around a bit farther, the association of ideas getting in its work, "did you tell them to have the furnace fixed?"

The smoke whirled, like a runner on the war path, and fired a volley at us. The cloud of fumes came rolling down upon us until we had to turn and run for breath and being. Up went handkerchiefs, covering precious nostrils, until when the clouds went tumbling back we stood a body of bandits.

As we came leaping back and the groom had tenderly picked up the bride, and while we stood panting for breath, still in the grasp of nature, the man from Berlin came rolling up, weaving and wobbling, until one could not help thinking of a distressed truck hurrying to the brewery. Although we had been coughing violently, and shaking the tears from our eyes, the Berlin product was unruffled. His monocle rode high and dry. He wiped the unscreened eye, then wadded his handkerchief away as if the monocle were too firm in its setting to remove without the proper tools. "It iss," he said with a Berlin blurr, "it iss what you say fierce, iss it not?" And looking straight back at his glass front we heartily agreed that it was.

After our explosions of wonder about the volcano were over, the guide came to and crooked a thick, brown Hawaiian finger. Following over rocks that were no longer rich, frozen mud, but through the action of the fumes and the sulphur had been turned to the rough yellow of old cheese, we came tumbling after our paid piper, till suddenly he stopped and turned the stubby, brown finger to where there gaped a hole, rough and torn. None of us was brave enough to risk it until the guide himself made ready to drop into the earth. Then we saw that a ladder stood at the opening to a cave, so one by one we lowered ourselves into the pore, the groom making hay.

We stood shivering sweeping our eyes into the receding blackness, not venturing from our guide, until our eyes turned owl. Stolidly, as if doing his duty, the guide led us back into the fold and whistled for the echo. As we came back the guide paused. A noise sounded as if air was being sucked out of the cave; the guide laughed and not until then did we understand that it was an echo and that the bridal couple were not with us.

At the entrance to the cave, where the light wormed its way in, we stopped and there on the walls were the cards left by years of tourists. Tacked up, pinned on with toothpicks and stabbed through by hatpins they kalsomined the walls. One highly engraved card had been left by a pickle drummer from Chicago and another thoughtful investigator of the wonders of nature was in the belting business in Toledo. Some were so fearful that some visitor would come to the cave without knowing who had been there before that they had put up two cards.

The guide laid hold of the ladder and we followed after. At the top he looked over us as if taking an inventory, then looked down into the cave and smiled as his ear caught a faint sirrupy drip. We followed him till he drew up and said, "Here's where you scorch your postal cards."

Obediently our hands went into our pockets and out came the postals that already had printed on them, "This card was scorched at the sulphur vent," so that all we had to do was to stamp and write, "Am having a good time—wish you were here," and sign.

The Berlin product made ready to have his cards scorched. He made a ceremony of it in his thoroughgoing German way. Taking off his camera he removed his hat and bent over. The only thing that was of real necessity to him in toasting his postals was his monocle—he must wear that.

(Continued on page 137)



THE OLDEST GUIDE TO THE VOLCANO

The weary, worn expression comes from listening to the exclamations of rapture from tourists. He has been hearing the same things said about the crater for more than 20 years and there are limits to the endurance even of a Kanaka.



A HAWAIIAN PREACHER

He is a kindly old man who carries his lunch in the axle-grease box can in his hand, but he does not hesitate to tell his parishioners that their future abode will have something on Kilauea if they go fishing on Sunday.

shovelful. Behind all, under all, came a snapping and a snarling, not like the complaint of waves, but like the charging of a caged lioness; a frenzied, trapped animal defiance. Just as silence was beginning to burden and one's heart ached for the lioness, light for a thousand temples would leap and a growling

would come as if the creature were climbing the very sides.

Standing on the brink and peering over, peering down into the boiling bottom, one trembles and fear lays hold of him lest he go crashing, but when one stands long with only a few inches for shelter a wild desire comes to leap over. Only does the shout of a companion bring one to a realization, and then one turns guiltily away. Just as I was standing thus on the brink of the world, held by the glory of it all, I heard a voice beside me. Gradually it grew into me that it was the bride speaking.



ALL OUTDOORS FOR THEIR WORKSHOP

On your way to the volcano you may stop and make some purchases at the bead factory.

Pictorial Digest of the Week



SPLENDID WORK DONE BY FRESH AIR FUNDS

The practice of sending poor children from the big cities to the country for a couple of weeks of fresh air and a change of scene is a charity that does not degrade its recipient and does much good. The picture shows a group of children at Battle Creek, Mich. They were not only given good board but baths and new clothes, and were taken on a



PRESIDENT WILSON
AND
UNCLE JOE CANNON.

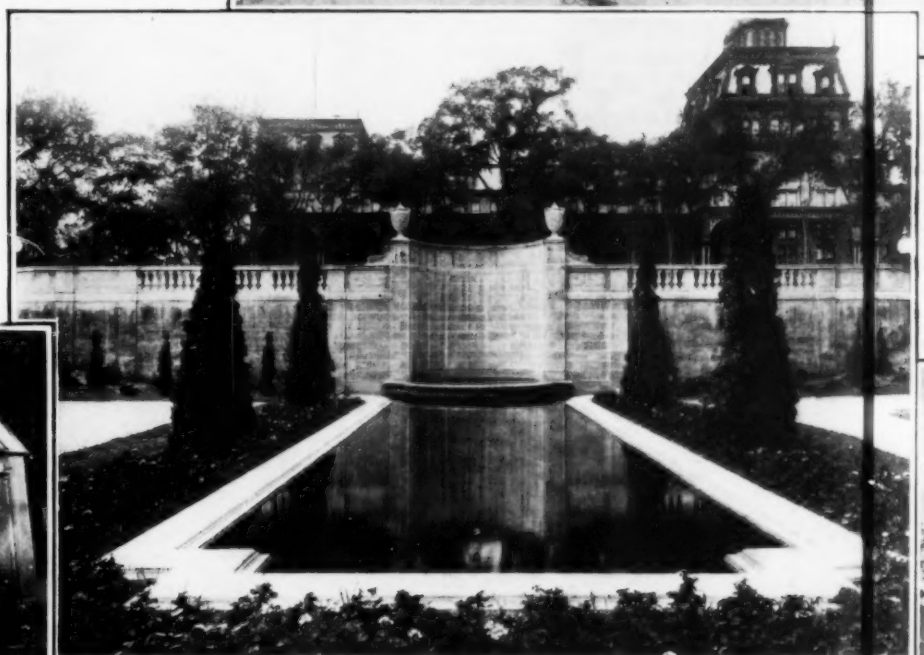
NOT UNCLE JOE AND THE PRESIDENT

Despite the placard it bore in the Peace Centennial parade in St. Albans, Vt., this carriage did not contain the President and the former Congressman from Illinois. John L. Dempsey, a railroad man, looks much like President Wilson, and Hiram B. Weeks, who is father-in-law to Congressman Roberts, of Massachusetts, will pass for Uncle Joe in a pinch. These striking resemblances are natural and not the result of "make-up."



TRAVELING WITH ALL THE COMFORTS OF HOME

Two views of the portable home of the German artist Kickebusch in which he has toured a great part of Europe. The upper picture shows the house ready to move. It is drawn by a team of horses. The lower picture is of the same outfit, but opened up into an ideal little cottage. The artist and his wife have just lunched in the open air, amid flowers and vines.



SARATOGA'S SUPERB MEMORIAL

This unique memorial pool, erected by the Village of Saratoga Springs, N. Y., in honor of the eminent banker, the late Spencer Trask, was recently dedicated with an oration by Governor Glynn, who fitly characterized Mr. Trask as "one of the captains of peace to whom this nation owes its industrial supremacy."



VERY OLD AND VERY FORTUNATE

This turtle lives on the estate of Prince Kalaniana'ole, at Wikipi beach, near Honolulu, where he has an acre of ground to himself, and a special keeper. The legend has it that he is nearly 400 years old. He was a favorite of King Kamehameha I, and was accustomed to eat fruit and taro from the hand of the monarch. This was almost a hundred years ago, and he was then the oldest inhabitant of Hawaii. His present owner is a descendant of the former royal family.

The World's News



SH AIRFOLDS
of fresh and clean living is almost universal in our big centers of picture shows a consignment of 118 children sent from Chicago to were taken on a grand picnic by the good people of Battle Creek.



STRANDED WHALES DIE ON THE BEACH
Recently a school of whales followed the small fishes on which they were feeding into shoal water off the coast of Tasmania, and the receding tide left them stranded. Most of them were exhausted by their struggles and were unable to get away at the next flood tide. As a consequence 37 died. Their gigantic size can be appreciated by comparing the figures of the men in the background.



ELKS' GOLDEN JUBILEE HELD IN DENVER

During the week from July 13th to 19th Denver was in the hands of the Elks, who had a splendid time celebrating their fiftieth anniversary. The large photograph shows a view of the parade, taken from a high elevation, while the circle in the upper corner contains a picture of the gigantic statue of an elk erected by the reception committee as a part of the city's decorations. It was 66 feet high from base to tip of horns, and 48 feet long. Raymond Benjamin was elected Exalted Ruler of the order for the coming year.



HALF A MILLION POUNDS OF DYNAMITE EXPLODES

On July 5 a magazine near Cristobal, Canal Zone, containing 500,584 pounds of dynamite belonging to the government, mysteriously exploded. Our photograph shows the great hole in the earth that resulted. One watchman was killed and another man and a child, at some distance from the explosion, were injured. The magazine was completely effaced, not even any wreckage being left on the ground. A piece of railroad iron was hurled three-quarters of a mile and driven through a cross tie. It is thought that the explosion was due to the deterioration of the explosive in the hot climate of Panama.

The Old Fan Says:

By ED A. GOEWY. Illustrated by "ZIM"

FRIDAY, July 17, 1914, is a date which every good fan will place in his notebook for future reference; and as it marks the day on which one of the greatest achievements of modern baseball took place, the rooters will have occasion to discuss it at their fanning bees for many years to come. On the day in question the Giants and the Pirates took part in a twenty-one inning struggle at Pittsburgh, and when Captain "Larry" Doyle drove a home run to centerfield in the last chapter, sending Bescher over the plate ahead of him and winning the long

But while a crown of glory should be awarded to Doyle for his timely and magnificent wallop, the most extravagant praise must be given "Rube" Marquard, the winning twirler, and "Babe" Adams, the losing tosser, who stood out in the broiling sun for more than three long hours and pitched as no men ever pitched before. Grit, nerve and skill marked their splendid efforts, and no matter what the future may hold in store for them, the great army of fans will never forget their magnificent performances on the day when they toiled through twenty-one innings of play without complaint and always hopeful of ultimate success. And during all that long battle Marquard passed only two men and Adams did not give a single base on balls, a feat which was an impressive tribute to the modern mastery of the sphere. The stamina of "Babe" was tested in 1909, when he defeated the Detroit Tigers three times in a world's series; and Marquard's nineteen straight victories in 1912 placed him on record as a twirler of particular effectiveness.

When the last man was out Manager McGraw rushed on the diamond to greet his tall, left-handed pitcher, but "Rube" was first halted by Adams, who congratulated him on his victory. I want to call this particular game to the attention of a fan in Atlanta, Ga., who recently wrote me a letter in which he asked if it were not a fact that the pennant races in the National and American Leagues were so "fixed" previous to each season that the Giants and the Athletics would be the champions of their respective organizations. The writer, apparently in good faith, alleged this to be his belief and pointed to the league in which his home city is represented as playing the game along far more honest lines. Let that critic of the pastime which is the delight and pride of several million fans, study the accounts of that great twenty-one inning battle at Pittsburgh and see if he can say to himself that he honestly believes that game was "fixed."



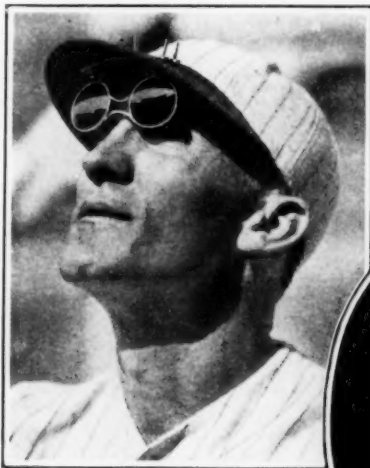
You can't lose him.

His deductions are wrong viewed from every possible angle. Baseball is the highest type of sport in the world, as honestly played in the north, east and west as it is in the south, and each year it grows greater and more popular and is improved as the times and conditions demand or suggest. No pennant race ever was fixed. At the time the writer penned his letter the Giants had a good lead in the National League and the Athletics were far out in front in the American organization. At the present writing the McGrawites are but a few jumps ahead of the Cubs and with the Cardinals making a strong bid for first honors. In the American League the Athletics have but a slight lead and close behind, and all within reach of a pennant position, are the Tigers, Red Sox, Senators, White Sox and Browns. Then, if a further argument is needed to refute the implied charge against the honesty of major league baseball, let me ask how it would be possible to make the 500 or 600 men on the rosters of the other fourteen clubs consent to allow the Athletics and Giants to take the pennants and split the moneys of the world's championship series? There's absolutely nothing to the suggestion of my Atlanta friend. Ball players generally like coin just as well as do the members of the New York and Philadelphia teams, and they would never consent to see these outfits divide several thousand dollars annually while the men of all other teams were declared "out." And last, but not least, does anyone believe that the thousand or more men interested in big league baseball are all dishonest? Hardly! But they would have to be to turn pennants over to the Giants and Athletics yearly. You see if just one man were honest and told of such a scheme, the "fat would be in the fire" as far as the fans and baseball were concerned.

"Larry" Doyle's Past Performances

In winning that twenty-one inning battle with a home-run wallop, "Larry" Doyle certainly made for him an enviable position in

baseball history, but there have been many other occasions when he distinguished himself with the willow. Soon after joining the Giants in 1907, the fans explored the records and found that the husky and energetic "Larry" was born in Caseyville, Ill. But he didn't strike out often after his first season in the majors, and superstitious rooters were won over to his side. For several years the captain of the Giants has batted in more runs than any of his team-mates, being a league leader in this respect. On July 6, in a double-header with the Quakers



FRED CLARKE'S SUN GLASSES
The manager of the Pirates has invented an attachment that hinges onto the cap and can be turned up out of the way when not needed.

which marked the last "at home" of the Giants before beginning their midsummer western trip, Doyle won a game with a homer in the ninth inning. Beginning that session with the score 4-2 in favor of the Phillies, the Giants got two men on bases with none out. Doyle lined



A WESTERN ATHLETIC STAR
Charles Campbell, of the Cherokee, Okla., High School, who excels on the track and at basketball and football.

for a homer, sending the two runners in ahead of him.

Other Long Games

The longest major league game was played on September 1, 1906, between the Boston and Philadelphia American League Clubs in Boston, when the Athletics won by a score of 4-1 in twenty-four innings. "Jack" Coombs, then a recruit from Colby College, and "Jumbo" Harris, a young pitcher from the New England League, were the respective boxmen used by the Philadelphia and Boston teams. The game lasted four hours and forty-seven minutes. The previous longest games in the National League were played at Cincinnati on June 30, 1892, and at Philadelphia on August 24, 1905. Both ran twenty innings. The game between the Reds and Cubs and resulted in a tie score of 7-7. At Philadelphia the Cubs defeated the Quakers by a score of 2-1. On May 31, 1909, the longest professional game on record was played between the Bloomington and Decatur teams of the Illinois-Iowa-Indiana League, Decatur winning in the twenty-sixth inning by a score of 2-1. Fargo and Grand Forks engaged in a contest which lasted twenty-five innings at Devils Lake, N. D., in 1895. Recently Hartford and New Haven, in the Eastern Association, played twenty-three innings, the former winning 2-1. Geist, for the winning team, and Jansen, for New Haven, pitched the entire contest. Amateurs are credited with playing the longest game, the East End All-Stars and the Brooklyn Athletic Club teams, of Cleveland, contesting for thirty innings on July 4, 1907, the latter winning 4-1.

New Protection for "Sun Fielders"

It is doubtful if more than a very small percentage of the fans who visit the ball parks regularly to witness the playing of the nation's greatest sport appreciate the severe handicap placed upon the men who perform in the "sun fields." And failing to realize the difficulties which must be overcome by the players who must catch fly balls when looking directly at the sun, they thoughtlessly roast men who make errors in these trying circumstances. Of course, those who play ball as amateurs know what it means to face the sun and endeavor to keep their eyes on the ball, but a big majority of the great army of rooters never take part in contests and, therefore, do not render unto the "sun fielders" their just dues. Let any man who believes that it is not a difficult matter to work in the outfield with old Sol shining in his eyes make a few experiments along that line and he'll change his opinion without delay. In the old days the fielders simply "took chances" day after day without any contrivances to assist them, and did the best



Hardly time to save him now

they could to shade their eyes with their hands while the ball was whistling in their direction. Then some player, more clever than his fellows, hit upon the idea of wearing smoked glasses in the field and the scheme worked so well that it was adopted by practically all of the men covering "sun field" positions. "Perspiration and the fact that the men often had to travel at top speed when going after long drives, often made it difficult to keep the glasses in position, however, and if they dropped to the ground when a man was running, he was more likely to be struck by the descending pellet than to catch it. Old-time players, appreciating the fact that ordinary smoked glasses did not meet all the requirements, experimented to see if something better could not be devised, and finally Fred Clarke, manager of the Pittsburgh Pirates, constructed the glasses shown in the cut on this page. They will "stay on" under almost any conditions after being adjusted, and the peculiar construction of the rims also protects the eyes from the sun rays striking from the sides. These glasses should prove a positive blessing to the fielders and enable many of them to remain in the game much longer than they would have had they been forced to play without some unusual protection for their eyes.



On the rocks again.

In the not very distant past, as most fans will recollect readily, many most promising batsmen who joined the big leagues and were forced to face the sun when fielding, gradually lost their "batting eyes" and dropped from their positions as stars to bench warmers or were returned to the minors. Some men could do better work than others when working in the "sun field," and these, as their teams traveled over the circuits, were shifted from left to right field according to the location of the parks with relation to the points of the compass. "Red" Murray, of the Giants, was a conspicuous example of the player who was changed from one field to another because the sun position on the different diamonds were often the reverse of what it was at the polo grounds. Hundreds of fielders will thank Clarke for thinking up something that will help to save their "batting eyes."

The West Has a Young Star

Charles Campbell, a 1914 graduate of the high school at Cherokee, Oklahoma, is the newest youngster in the west to be hailed as an athletic marvel. His list of achievements includes star performances on the track and as a basketball and football player. For four years he was a member of the track team which repeatedly won at county and state meets and his collection of trophies includes sixty first-place medals, of which four were received for being the best "all-round man" in meets in which he competed. Out in Oklahoma they hail him as the State champion, but if he maintains his present stride, he will, ere long, figure as a candidate for international honors in the Olympic contests. The outdoor life of the middle and far west should assist in making many sensational athletes, and it is to be hoped that Campbell's advent in big company will be followed by other stars from beyond the Mississippi who will assist in keeping the banner of Uncle Sam in the front of all sport battles for many years to come.



Baseball's most serious case.

We can't have too many Jim Thorpes.

New Candidate for Polo Honors

It is understood generally in American Polo circles that Louis Stoddard will be a member of the team which will go to England and endeavor to bring the international trophy back to this country. In all probability he will be made captain of the team, a majority of the members of the Polo Committee favoring him for that important post. It also is practically certain that Lawrence Waterbury will not accompany the players, for he found it a hard trial to train into condition for the last two matches, and the strain was so great that he does not want to go through the ordeal again. It was the strain of training and preparation for the international match in 1913 which caused Harry Payne Whitney to retire as captain of the Big Four team, the greatest aggregation of poloists ever together in one outfit. There is not a chance that these men—L. Waterbury, J. M. Waterbury, H. P. Whitney and D. Milburn—ever will again form the team in an international series, and for each of the "veterans" who retires, a younger man will be chosen. It is believed that the weakness of our team this year was largely due to Mr. Whitney's absence as captain, but much is expected of Mr. Stoddard if he accepts the leadership, for he is said to have much of the Whitney vim, speed and skill as a general. The personnel of the next team probably will be Louis Stoddard, J. M. Waterbury, Malcolm Stevenson and Devereux Milburn.

In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered by Mrs. Frear, either through the columns of the paper, or by letter. In case an answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

CRITICS of the woman's movement should have attended the conference of the Political Equality Association called by Mrs. O. H. P. Belmont at Marble House, her palatial Newport residence. This "conference of great women" not only demonstrated that women were interested in the serious problems of society, but that they were actively engaged in helping to solve them. There was a considerable anti-suffrage element present at the conference. A remarkable feature of the suffrage movement in this country is the way it has interested women of wealth and culture and social position in the hard lot of their less fortunate sisters.

Women have "made good" whenever they have been given the chance to deal officially with any practical social or economic question. A striking example of this is the work of Miss Katherine B. Davis as head of the Department of Correction in New York City. Miss Davis was called home from the Newport conference by an insurrection among the prisoners on Blackwell's Island. A fire had been started, machinery damaged, and rioting begun along the lines of the recent Sing Sing insurrection. Driven back to their cells at the point of the revolver, the prisoners made night hideous by their cat-calls and curses. Miss Davis promptly appeared and took charge in person, where men had failed, and almost immediately quiet and order were restored. She dealt with the situation with all necessary firmness, at the same time treating the convicts with the consideration due to human beings. Of a large number of good appointments made by Mayor Mitchel, none has made a more creditable record than his sole woman appointee, whose selection was at first criticized in some quarters.

Inspiration from Great Books

RECENT years have witnessed a broadening out of women's clubs into many practical fields of service. This has resulted quite naturally, perhaps, in a lessening of interest in the study of literature, originally one of the main features of these clubs. A comment in this column advocating a study of great books as a source of inspiration has been ably seconded by Mrs. John Worthy, vice-president of the Illinois Federation of Women's Clubs. Mrs. Worthy, known by reputation among all clubwomen, writes, "I have deplored the existence of a feeling among many active clubwomen decrying the value of literary work. It seems to me that the literary clubs are the foundation of all reform and civic work. Surely it is more important to level up than to level down. I am glad that you have put into words what many of us feel." It is good to have commendation from so high an authority as Mrs. Worthy. It took some courage to write the article referred to, for it is not



DUCHESS OF MARLBOROUGH FOR POLITICAL EQUALITY

One of the most prominent of the speakers at the Political Equality Association meeting at Newport, R. I. The meeting was held at the home of her mother, Mrs. O. H. P. Belmont.



NEW YORK'S COMMISSIONER OF CORRECTIONS

Miss Katherine B. Davis, who was an interesting figure at the meeting, because of the important post she holds in the cabinet of Mayor Mitchel.



SPEAKING FOR THE MASSES

Maud Ballington Booth, of the Volunteers of America, was listened to with the deepest interest at this most remarkable gathering of women of all classes.



A JUDGE FROM CHICAGO

Miss Mary M. Bartolme, assistant judge of the Chicago Juvenile Court, addressing a large audience at Mrs. Belmont's "Marble House."

at all in the popular line just now. If it is true, as Mrs. Worthy believes, that many really share the same views, the pendulum will soon swing the other way, and we shall have the proper balance between culture through great books, on the one hand, and various forms of practical service, on the other. It will be interesting to hear from other clubwomen on this point.

Not Prudes But Prudent

MOTHERS, what do you think of this? "Children of both sexes and adults as well should bathe and dress together, freely, frankly, openly and without prudish apology." Such is the advice given in a "good health week" lecture at Ann Arbor, Mich., by Miss Jessie Phelps, professor of physiology in the Michigan State Normal College. No half way measures for Miss Phelps. As a further corrective for present day immorality, she urges open study of the nude, both for adults and children. Her radical utterances caused wide comment, as the speaker doubtless intended they should, but awakened little enthusiasm or approval.

About the same time, speakers at the annual meeting of the National Education Association, who denounced the movement to introduce sex hygiene in the public schools, met with ringing applause. "We have only the strongest condemnation," said Dr. Charles H. Keene, supervisor of hygiene and physical training in the public schools of Minneapolis, "for the wealthy, club-going woman who hasn't time to teach her child the fundamental truths of life, and would throw the responsibilities on a teacher or a football coach." Or again, "Sex instruction placed upon the same plane as spelling and arithmetic would rob it of all its sacredness." This position, and that of Miss Phelps, which would abolish all barriers, represent the two extremes in dealing with the sex question. Miss Phelps is either years ahead of the times, or altogether off the path of moral progress. We incline to the latter view. The National Education Association was right in scoring the wealthy club-going woman who hasn't time to teach her child the fundamental truths of life. When competent, parents are the ideal imparters of sex instruction. But where they do not have this competency, why should not the school, with its corps of trained teachers, rise to meet the opportunity?

The Law Loses a Woman's Job

A WOMAN may not work at night in a factory in New York State even if she likes her work and wants to continue at it. The labor law of 1913 prohibiting the employment of women in factories between

(Continued on page 138)

Kidnapping Stories that Ended Happily

By ERNEST MELBOURNE

THE story of Frank Longo, the nine-year-old boy who was stolen on the streets of New York City while on his way from school to his home at 190 Bleecker street, reads like a detective romance. This lad, kidnapped, shut away from the light of day, and cruelly beaten and abused for six weeks, has, through his excellent memory, been the cause of the arrest of ten persons, who the police believe have been guilty of 150 kidnappings during the past ten years. The members of this gang are under heavy bail, and if convicted will undoubtedly get long prison terms.

Frank is a bright boy, and when a man lured him into an unfamiliar street by a plausible story and a gift of a few cents, he remembered the direction they traveled, and that they had ridden on a side-door street car. That was late in May. In July his father, who had been repeatedly approached in the round-about ways of kidnappers, succeeded in raising the \$700 demanded as ransom, and Frank came home to tell his pitiful story. He had been so badly treated that once he had tried to jump out of a window to kill himself, and once he had coaxed a small companion, the son of one of his abductors, to hit him over the head with a broomstick, in the hope that the blow would put him out of his misery.



HELD CAPTIVE FOR FOUR YEARS

Rosa Sisson, of Winfield, La., who was kidnapped by a bank burglar, and restored to her home through a resemblance to another stolen child.

The police had been working on the case ever since his abduction, and it was on their advice that Mr. Longo, a small grocer, raised the money to pay the ransom. The whole police power of the greatest city in the world couldn't find Frank. But with Frank's assistance the people who had stolen him were speedily found and arrested, even though they had followed the invariable custom of kidnapping gangs and moved to a new location as soon as Frank was released, to find his way home as best he might.

Once the members of the gang were in the hands of the police other charges began to pile up against them, and it is believed that the systematic stealing of children for ransom has been broken up in New York, where it has long been one of the disgraces of the city. The defendants are Italians and made a specialty of stealing Italian children. The sums demanded in ransom were sometimes as high as \$1,500, and threats of death to the children, if the money was not paid promptly, were

a customary part of the negotiations. Many parents paid and were afraid to complain to the police for fear of the vengeance of the kidnappers.

Another kidnapping, from quite a different motive, has also had a happy ending, under circumstances even more romantic than those attending the recovery of Frank Longo. Four years ago little Rosa Sisson was stolen from her home in Winfield, La., and all efforts to find her were unavailing. Recently Catherine Winters, of Newcastle, Ind., disappeared and the newspapers printed her picture. The police of Middleport, O., thought they recognized her in a little girl who was there in company with a stranger, claiming to be her father. They arrested the man and telegraphed Mr. Winters, who found that the girl was not his daughter. The newspapers had also printed the picture of the Middleport waif, and it was recognized in Winfield as that of Rosa Sisson, even though four years had greatly changed her appearance. Then the police learned that the man under arrest was Joe Davis, a burglar and safe blower who had an idea that he would be less liable to suspicion if he traveled with a child, and had picked up little Rosa, whom he passed off as his daughter. Rosa was sent back to her home in charge of the mayor of Middleport, at the expense of some charitable citizens of that place. Davis was convicted of a charge of safe blowing on which the police had long been seeking him.



HE BROKE UP A GANG OF KIDNAPERS

Frank Longo, of New York, whose intelligence enabled the police to arrest the ten people who stole him and demanded a heavy ransom.

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CAMP LIFE IN GLACIER NATIONAL PARK.

Leslie's Travel Bureau

EDITOR'S NOTE—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily. In many cases these inquiries duplicate one another and the printed answer to one will give welcome information to others. Special travel experts on the LESLIE staff will make this page almost indispensable to the traveling public. Correspondents are requested to state definitely their destination. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor, Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

The Globe Trotters

By N. Parker Jones

They traveled like madmen from Ryghur to Rheims,
And missed not a sight on the way;
They studied walled cities and mountains and streams
In Cadiz, Cabul and Calais.
Then wholly exhausted in body and mind
Their homeward-bound passage they took,
And leisurely scanned all their postcards to find
How scenes they had visited look!

CAMPING AND TRAMPING IN GLACIER PARK

WALKING tours are a popular form of inexpensive vacation. Tours of interesting parts of Europe are made this way. Parties travel at second class rates with first cabin accommodations on steamers having only one-class service, and on landing, the routes along good roads can easily be obtained at any telegraph or post office or from automobile books and maps.

Many college men, professors and students alike, and not a few women, take walking tours through the country or to some of our famous natural wonders, like Glacier and Yellowstone Parks. To meet the requirements of those who enjoy this form of vacation, the Great Northern Railway has prepared an illustrated booklet on walking tours in Glacier National Park. Copies of it can be had by addressing H. A. Noble, General Passenger Agent, St. Paul, Minn. A tepee or tent camp can be rented for 50c. a night. These are located at convenient points and are equipped with comfortable beds and a heater. Using these

camp, tourists can tour the park at about \$1.50 a day, and sometimes even less, according to their needs. I speak of the booklet of the Great Northern, because it gives illustrations and descriptions of the trails, equipment, cooking kits, fishing outfits, suggestions on diet, and sample menus costing less than \$1 per day for each tourist.

Physicians agree that walking trips are especially adapted to those who lead sedentary lives, and who are therefore especially benefited by outdoor life and simple fare. Many who cannot leave home for long vacation trips take walks on Saturday afternoons and Sundays to convenient picnic grounds and enjoy the pleasures of the day in a moderate and restful way. Let no one give up the thought of a vacation because he or she cannot afford it. However simple the home, and however moderate its income, and however busy the father and mother, there must be a few hours, at the close of the week, for at least a walk through a park, or the leafy suburbs of almost any city.

E., Greenville, S. C.: The Norfolk & Washington Steamboat Line runs between Norfolk and Washington three times weekly. The fare for the 12-hour trip is \$3, one way, staterooms from \$1 up.
Y., La Plata, Md.: There is no regular steamer line between St. Louis and New Orleans, but you can go to Memphis via the Lee Line. From Memphis to New Orleans via Illinois Central and from New Orleans to La Plata via Southern Pacific would complete your trip.

M., Salisbury, Md.: There are no regular excursions from Salisbury, Maryland, to Thousand Islands and return via Vermont and Connecticut to New York. Write to Wm. Podrick, District Passenger Agent, Pennsylvania Railroad, Baltimore, for further information.

B., Warren, Pa.: The New York Central issues a booklet on America's Summer Resorts, which gives the names of hotels and boarding places at all the well-known places. The Canadian Pacific Ry. issues a similar booklet on the hotels of Canada. Copies of both being mailed.

C., Lestershire, N. Y.: The trip from Buffalo to Racine, Wis., can be made by boat, via the Northern Steamship line between Buffalo and Chicago and via the Chicago, Racine and Milwaukee line to Racine. Buffalo to Chicago, one way, \$13.50; \$22 round trip. Chicago to Racine, one way, 75c; \$1.25 round trip.

C. & F., Providence, R. I.: Rates between New York and Burlington, Vt., via boat are: Hudson River Day Line to Albany, \$2; railroad to Lake George, \$2.10; Champlain Transportation steamer to Burlington, \$3.15. From Burlington to Providence the rail fare is \$6.82. From Albany to Niagara Falls the rate is \$12 round trip. Booklet being mailed.

H., Sandusky, O.: The fare from Cleveland to New York, via lake steamers, Montreal River, Lake Champlain, Lake George and Hudson River is \$24.30. There is no direct steamboat connection between New York and Washington. You can go from Washington to Norfolk and thence via Old Dominion line to New York. This trip takes 19 hours and costs \$8 one way. Pamphlets mailed.

J., St. Louis, Mo.: Consult your physician as to a suitable section in which to spend your vacation if you are afflicted with hay fever, or communicate with the United States Hay Fever Association, which will hold its convention at Bethlehem, N. H., in the White Mountains, on September 2. An excellent leaflet is issued by the association. A copy can be obtained by addressing the association, 125 East 27th Street, New York City, and mentioning LESLIE'S.

McK., Detroit, Mich.: There are no boats from New York direct to Asbury Park or Atlantic City, but you can go via Patten Line to Long Branch or via Jersey Central boats to Atlantic Highlands, and then via rail to other resort. Admission to the tower of the Woolworth Building can be had by application to the Superintendent of the Building. Write to the Hamburg-American Line, 41 Broadway, New York, for card of admission to their steamships at Hoboken.

S., Ann Arbor, Mich.: You can make almost the entire trip from Ann Arbor to Boston via boat, traveling via D. & C. lake steamers to Buffalo, then via Niagara Navigation and R. & O. steamers to Montreal, thence via rail and steamer to Albany and Hudson River Day Line to New York, thence Metropolitan Steamship Line to Boston. Am sending booklets of beach resorts in Massachusetts, which combine beach attractions with country life.

L., Atkins, Ark.: Texas is an ideal state in which to spend your vacation, and almost any climate you desire can be found within its borders. There are many natural parks, plenty of game and fish. The Texas Riviera, along Galveston Bay and the Gulf, affords all the attractions of beach resorts. The Iron Mountain Route issues several attractive booklets on Texas that may help you in selecting a place to spend your vacation. For copies of these, address C. L. Stone, Passenger Traffic Manager, Missouri Pacific-Iron Mountain Ry., St. Louis.

H., Dallas, Texas: You need not fear a heat wave in New York, for if one happens you can very easily be at one of the cool and comfortable seashore resorts in from thirty minutes to an hour from New York City. The Manhattan Beach Hotel has been torn down, but the Oriental at Manhattan Beach still maintains its place as a high-class hotel. It is within an hour from the center of New York City, and can be reached either by the "L," Long Island Railroad or surface cars. Rooms are from \$2.50 upward and the restaurant is a la carte.

C., Binghamton, N. Y.: The irregular trip from Binghamton to Leeds, N. D., and return via points in Iowa, Chicago and New York, would not be over a route on which summer rates prevail. Tickets would have to be bought locally. Rates as follows: Binghamton to Buffalo, \$4.75; transfer at Buffalo, 50c; Anchor Line to Duluth, \$35; Great Northern Ry. to Leeds, N. D., \$11.99; to St. Paul, \$9.17; St. Paul Railroad to Mason City, Iowa, \$2.83; Croscro, \$1.89; Chicago, \$6.23; Chicago to Binghamton, \$16.75.

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Laughing Around the World

(Continued from page 131)

Hitching up his trousers he balanced on one toe and leaned forward, holding his card stolidly in his hand. He thrust out the card to where the fumes came twisting through the slash in the rocks—then leaped up with a wild gurgle of words, polishing his hand on his sleeve.

"Es ist heiss!" he danced. "It iss the fiercest of all yet." The monocle trembled as he rubbed the green tips from the straw colored hair on the backs of his hands, but it did not fall. If it had fallen he would have gone home, no doubt, with an unfavorable impression of America.

After the guide's shoulders had ceased rising and falling, he brought out a stick with a snap on the end and thrust our cards into the fumes for us. And where the snap fitted over the card was a white protected spot, as if it had been held by a gnarled thumb.

The top of the crater is three miles across. Some time ago the Government stretched a wire across the top and lowered thermometers to determine how hot the lava was, but the thermometers didn't tell anything—they could register only 1800 degrees. Every one of the instruments burst in a wild effort to record the heat.

"When do you think it will erupt again?"

we asked of an old timer at the hotel after dinner.

The old timer smiled slowly, sending the smoke in long wobbling curls, like an automobile tire rolling down the street. "That no man knows, but I have been studying Kilauea for years—for years, mind you—and I figure it is about time for it to come up again."

The proprietor of the hotel smiled and nodded his head. If we would take advantage of his special offer of board by the month we would be pretty sure to be in on the biggest eruption since its founding.

As we made ready to turn in, "Where is the honeymoon couple?" some one asked. Then we remembered that we had not seen them all evening. We stepped out onto the porch to look for them. There they were sitting, a blanket drawn up to their shoulders. As we came out they looked startled and there was a pulling and hauling at the blanket.

"Oh, we're out here waiting to see the fire—I'm sure the clouds will break away in a few moments."

"I'm afraid you've got a long wait ahead of you," said the proprietor sweetly, "unless you go around to the other porch. The volcano is in the opposite direction!"

A City's Unique Liquor Selling Plan



ONE CITY'S SOLUTION OF THE LIQUOR SELLING PROBLEM

Municipal Saloon at Sisseton, N. D., which in eight months paid the city \$4,000 and the good roads association an equal amount besides the license fee of \$2,200.

THE City of Sisseton, North Dakota, has devised a novel scheme for regulating the sale of liquor within its limits and at the same time securing a substantial public revenue. Last spring Sisseton, which has a population of 1500, voted for license for the first time in six years. Afterwards the question came up of whether or not the city could conduct the business and receive the profits. The state law, however, does not authorize a municipality to engage in the liquor business, so there could be no saloon operated by the city. But a plan which practically gave the city a "municipal" saloon was put into effect. The manner in which this was done is told as follows in a letter to LESLIE'S from the Hon. J. C. Knapp, mayor of Sisseton:

"A committee, composed of two of our most prominent and reliable citizens, entered into a written agreement with W. E. Bollenbeck, one of the applicants for license, to the effect that, should both the license permits which the city might issue under the law be granted by the city council to Mr. Bollenbeck, he would turn over the receipts of the one saloon which he would conduct to that committee, to be in turn paid into the city treasury and to the good roads association, equally, one half to each, after deducting all expenses. He also agreed to conduct the business strictly in accordance with the state law, and with the regulations and restrictions which the city council might impose. Both permits were issued to Mr. Bollenbeck, and under the agreement the committee receives the cash, personally, at the close of each day's business, audits the bills and accounts, pays the bills and has charge of the money afterwards.

"The committee advanced the \$3,025 necessary to put the plan into operation, \$2,200 of which amount went to the city for two permits, \$800 for two state and county permits, and \$25 for one government license. The county commissioners insisted that two state and county licenses be paid, and that question was referred to the attorney general of the state, who ruled, I am told, that \$400 of the amount should be returned.

"Mr. Bollenbeck is required to police his place without extra expense to the city, therefore the porter acts as a police officer.

Running expenses are \$1,800 per year for the services of Mr. Bollenbeck, \$19 per week for bartenders, \$75 per month for the porter, \$15 per month for keeping the books, and \$65 per month for rent, besides the necessary expenses for fuel, light and incidentals.

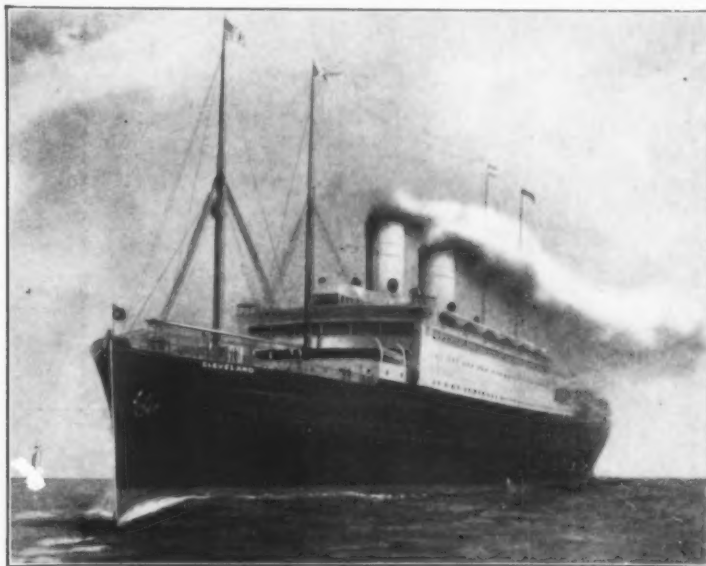
"A report submitted by the committee on March 1st showed that there had been paid into the city treasury in profits \$4,000, to the good roads association \$4,000, stock on hand and paid for \$3,500, cash in bank \$1,575, unexpired licenses \$1,000, and no liabilities, making the net profits of the business for eight months about \$14,000. At the same rate for the year, the net profits will be about \$21,000. In addition to this, the city received \$2,200 in licenses, which it would not have had if our present plan had not been adopted.

"The doors of the saloon are not opened for business until seven o'clock A. M., an hour later than the time allowed by law, and are always closed before the legal closing hour, nine P. M. On the Fourth of July the place was closed about five P. M., on Thanksgiving and New Year's days at noon, and the entire day on Christmas.

"As to the advisability of the Sisseton plan I will say that ours is in every respect preferable to the saloon conducted in the ordinary way for the profit of the individual, entirely aside from the question of revenue."

For Scientific Temperance

SFORZA CASTLE, Milan, upon whose banquet tables wine has flowed freely in the past was the seat of the fourteenth International Congress on Alcoholism. Many scientists opposed to the use of alcohol, and representatives of thirty temperance societies from forty different nations, composed the conference. When men meet to consider alcoholism from the standpoint of science, they have adopted a policy whose arguments will prove unanswerable. All true friends of temperance are quite willing to see the whole field traversed in the scientific spirit. Let there be an impartial examination of all the facts, and on this basis let the conclusions be drawn as to whether alcoholism is a menace to the health and efficiency of the race or not.



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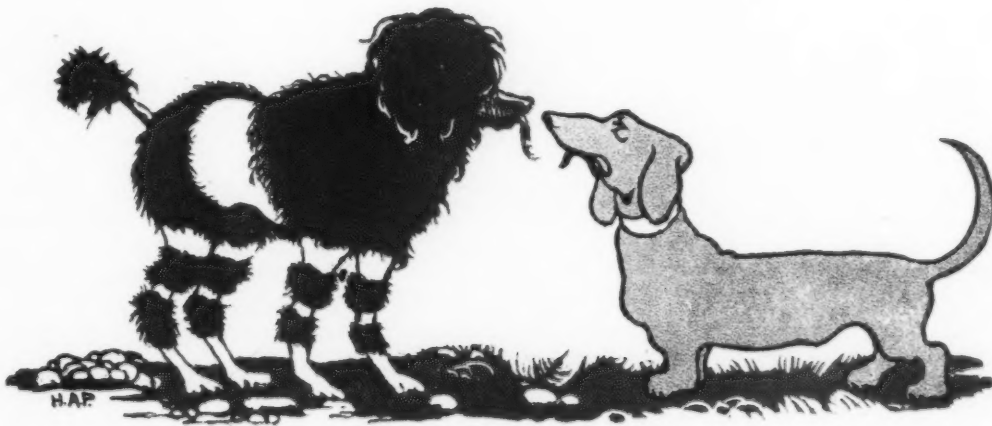
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KANSAS CITY BANKERS CONFER WITH WILSON

Recently several financiers from Kansas City called on President Wilson at the White House. They were introduced by Senator Stone, of Missouri, and discussed the administration's program of business regulation. In reply to their objections to certain features of the proposed legislation the president expressed the hope that the new laws would work no hardship on legitimate business. The visitors, from left to right, are: Charles S. Keith, R. A. Long, J. B. White, and Senator W. J. Stone.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

EVERYBODY would rather have good than bad times. This goes without saying. If anyone tells you differently, he either deceives himself or he is trying to deceive you. It is foolish to say that Wall Street or business men would like to have a short season of bad times to put the administration at Washington in a hole. Business men, big and little, are always in favor of good times. They work for money just as much as the man in the factory. It takes no wizard to discover whether times are good or bad. Anyone can answer the question if it is asked, whether he be the president of a big bank or railroad, the keeper of a little shop, the man who works in the mill, the girl who sells goods across the counter, the conductor on the railroad, the freight clerk, the barber, or even the waiter or porter of the hotel. So we needn't discuss that phase of the question. It isn't open for discussion.

And don't let anyone tell you, without contradiction, that the country is everlastingly going to the dogs. No matter how bad things are, "Hope springs eternal in the human breast." We may suffer for a time but the country will be saved and prosperity will return. Let us be patient and hopeful and prayerful. I have seen a lot of things happen during the past quarter of a century. I have had many experiences with hard times and good times, big crops and crop failures, booms and busts, panics and prosperity. "God rules and the nation still lives," as Garfield said.

The crops have a lot to do with business and if the condition of cotton and corn is as good in September as it is now, a ten billion dollar agricultural output this year is assured. That is a tremendous pile of money. It should start things moving.

But politics has about as much to do with business as anything else in these troublesome times. New economic and financial policies, always more or less experimental, must be tried out patiently and sincerely before we render a verdict as to their results. I am not going to discuss politics. There are plenty of officeholders and office-seekers who can do that and they can fool the public almost whenever they want to, but not quite as much now as in the past.

It is never a healthy sign when the undertakers are busy. When they have plenty of work it would be a foolish person who would insist that that was an evidence of prosperity. The undertaker has had a lot of business of late in the industrial and railway world. The only parallel to present conditions I can recall was about twenty years ago when a number of our great railroad systems, including the Northern Pacific, Reading, Atchison, and the Baltimore and Ohio, had to reorganize and when their shares sold at figures that would make us howl with anguish if they appeared on the tape today.

It is said that over a billion dollars' worth of railroad property is now in the hands of receivers. Over a dozen railroads, of more or less importance, have defaulted on their

obligations and a warning hand points to still others. Some of my readers may hug the delusion that they own no railroad securities and are therefore not affected by the smash-up. But let them reflect for a moment on a very important fact that they have overlooked. These readers, without much question, have deposits in savings banks. In nearly every instance savings banks will suffer by the shrinkage in the value of railroad securities. I hear that many New England savings banks are heavy holders of the obligations of the New Haven system which the government is hounding to death. These banks presumably are in no danger but their rate of interest depends upon their income from securities. If anything should happen to one or two of them, worse troubles might follow.

More and more as the people come to think the matter over, they will realize that an injury to one is an injury to all, and that when you drive the big business man to the wall, the little man must go with him. The harm which the dilatory and sensational action of the Interstate Commerce Commission has done to business would on any conservative calculation approach appalling figures.

The passage of dividends by railroads and industrial corporations which I predicted at the beginning of the year continues from week to week. If the public fails to protest to Congressmen at Washington and to others in authority, the public will be remiss in its duty. I note in the annual report of President Lemoine, of the United Cast Pipe and Foundry Company, that he urges the stockholders to make known to their senators and representatives their opinion regarding the unwisdom of legislation tending further to upset business conditions. He is right.

The trouble with the business men of this country is that they have shown no fighting spirit. They have submitted to indignities, and injustice, until in many instances they have faced ruinous conditions. It is a healthful sign that a widespread public sentiment against further anti-trust legislation and in favor of fairer treatment of the railroads is manifesting itself in every section.

I still believe, and am willing to venture the prediction once more, that we cannot have returning prosperity, in satisfactory measure, until the voice of the public is emphatically expressed in favor of business, big and little, as I believe it will be at the approaching fall election.

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A Constant Reader, Scranton, Pa.: Whether Northern Pacific can maintain its present rate of dividends is doubtful under existing conditions. The opening of the Panama Canal will lead to competition with the transcontinental railroads for heavy freights, but it will also stimulate

(Continued on page 141)

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Jasper's Hints to Money-Makers

(Continued from page 140)

immigration and the development of unoccupied lands along the lines of the Northern Pacific and other railroads. Greater safety will be found in Union Pacific Pfd. and Atchison Pfd., but with them your income would not be as large as from Northern Pacific.

K., Northampton, Mass.: I do not answer insurance inquiries. That department is edited by Hermit.

S., Deposit, N. Y.: The Calumet Metals Company and the Gilmore Mining Company are not in the investment class. I do not recommend their purchase.

B., Calumet, Mich.: You sold your U. P. with all its rights included. Your broker's decision must be accepted. If he should betray you, he would lose his standing with his fellow members on the exchange.

C., Anaconda, Mont.: I cannot pass upon the standing of The National Mercantile Company of Vancouver. That is a matter which belongs particularly to the mercantile agencies. The company has no connection with Wall Street.

B., Jersey Shore, Pa.: The earnings of the Erie have suffered like those of other railroads during the recent depression. The company has been utilizing all its resources to maintain and improve its property. It is in much better condition than it has been in years.

J., Manitowac, Wis.: 1. U. S. Steel Pfd. is decidedly safer than the Common for dividends on the latter are not being earned. 2. American Can Pfd., if the earnings are correctly reported, has its dividends well secured. Competition is rapidly growing and the stock is not a permanent investment.

B., Dagus Mines, Pa.: C. & O. is not likely to continue its 4 per cent. dividends under existing conditions and its declining tendency bears evidence to that fact. A revival of business would do much to help it, but the stock is not attractive at present figures. A disposition to unload has been noticed by outsiders.

W., Plattsburg, N. Y.: Under existing conditions it is impossible to predict the future of Denver. It seems incredible that there will not be a brighter side to the market some day and with good crops and a more conservative expression by the President regarding business affairs, chances would seem to favor better things.

H., Providence, R. I.: New York Transit, one of the former Standard Oil subsidiaries owns and operates pipe lines. Presumably the decision that these are common carriers, subject to rates fixed by the Interstate Commerce Commission, has led to the sacrificing of the shares by apprehensive holders. I have no doubt that this has militated against pipe line stocks.

F., Brooklyn: 1. Marconi stock has been subject to considerable manipulation on both sides of the water. It enjoys no monopoly of the business. There has been a good deal of talk of a rise by insiders who seem to be willing to take a profit. 2. I am not able to advise regarding the merits of commercial and industrial propositions. I deal only with Wall Street affairs.

B., Seattle: Missouri Pacific is a meritorious property and is now in the hands of an excellent operating head, President Bush. Whether its financial involvements will compel a re-organization and an assessment is not decided at this writing. With fair treatment by the Interstate Commerce Commission, this road should be able to get upon its feet again. It is an excellent property.

H., Mobile, Ala.: Among choice investment bonds, with safety unquestioned, I should include the West Shore 4's selling around 90 and running for a thousand years. The U. P. first 4's, the L. & M. unified 4's, Atchison general 4's, Reading general 4's, Norfolk & Western first 4's, Northern Pacific 3's, Armour 4 1/2's and of course the high grade municipals, like New York City 4's.

G., Hartford, Conn.: On your list, you have some excellent investment stocks. It would hardly seem advisable to change them at present. Some of them should show a considerable improvement. For permanent investment, such stocks as U. P. Pfd., B. & O. Pfd., St. Paul Pfd. and Standard Oil subsidiaries like Standard Oil of California, Vacuum Oil and Standard Oil of New Jersey have merit, but the oil business just now is highly competitive. It might be better to wait before taking on the oil stocks.

H., Philadelphia: 1. The business of the American Ice Company this year will show nothing like the handsome net result of last year. There is still talk of the payment of a small dividend. With progressive management, the company should earn and pay at least 4 per cent. per annum. 2. The copper and coal stocks are suffering severely from the declining tendency of business. The low-priced stocks on your list may reward the patient holder and for this reason it would be well not to sacrifice them at this time.

D., New York: The drop in the Texas Company Convertible 6 per cent. bonds followed a motion for the appointment of receivers in the Oklahoma courts, but this was

withdrawn and a suit under the anti-trust law was instituted. The company insists that it has not violated the law. The earnings of the company have been large enough to pay not only the interest on the bonds, but 10 per cent. on the stock, and it would seem as if the bonds were well secured. If the present severe competition in the oil business continues, it will be reflected in reduced earnings, and lower dividends. This ought not to affect the interest on the bonds.

E., Washington: 1. U. S. Steel Com. at 60 is not an attractive investment. The earnings this year have not been sufficient to more than pay the dividends on the preferred. A revival of business, especially in the railway world would help the steel and iron trade but U. S. Steel Com. is not attractive at present. 2. U. S. Rubber pays 6 per cent. and if it were assured of these dividends would sell higher than between 50 and 60. 3. American Ice Deb. 6's are a limited issue and have always paid their interest promptly. They have risen this year from 70 to 88 and while not gilded are looked upon as a good speculation. 4. Anaconda around 30 is well regarded by those who believe that a revival in business will be reflected in a better copper market.

U., Fort Dodge, Iowa: It is a mistake to think that those who are chiefly interested in financial matters in Wall Street are also interested in money-making propositions generally, such as yours for instance, involving a plan for lowering the cost of food-stuffs to the consumer. Wall Street deals largely with industrial, railway and public utility propositions. New enterprises such as you have in mind, if as promising as you think, would ordinarily command local capital and if they were enterprises of magnitude, the local bankers might bring them to the attention of their banker correspondents in New York. A large number of propositions involving mining, oil, real estate, plantation and patent enterprises are called to my attention from time to time but I can only reply that I am not able to promote enterprises of any character.

F., Clifton, N. J.: Puts and Calls or "privileges" represent speculation. If one believes that the market will have a rise, he goes to a seller of privileges and for a certain amount of money obtains the right to "call" on the party within a stipulated period for a certain number of shares at a stipulated price. If the market should advance to a sufficient extent to cover the cost of the "call," the buyer demands his stock and by selling, takes his profit. For instance, if Atchison is selling at 100 and Mr. B. thinks it will advance to 110, B goes to a dealer in privileges and buys a call for 100 shares of Atchison at 100, 101 or 102 or whatever the price may be and pays the seller of the privilege. If within 30 days, the rise in Atchison is enough to more than offset the price of the call, the owner of the latter asks for his stock, pays for it at the price fixed in the privilege and keeps it or sells it and pockets his profit. A "put" is the opposite of a "call" and is purchased by a speculator who is willing to bet that the market will go down.

New York, July 30, 1914.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

A preferred public utility stock yielding over 8 per cent. is strongly recommended by Kelsey, Brewer & Co., Bankers, Engineers and Operators, Grand Rapids, Mich. Write to them for particulars.

Interesting information about Wall Street securities will be found in the August issue of the "Green Book," just issued by Slatery & Co., Investment Securities, 40 Exchange Pl., New York. Write them for a copy.

A free booklet entitled "The New Currency Act—How It Will Affect You," compiled by the H. E. Lesan Advertising Agency, Chicago, Ill., will give the scope of the law. Write to the above agency for a copy. It has educational value.

Forty dividend-paying stocks averaging a net income of 7 per cent. at present prices are offered on a partial payment plan with interest at 6 per cent. and the dividends credited to the purchaser by L. R. Latrobe & Co., 111 Broadway, New York. Write them for their free "Investor's Guide," of 260 pages.

A method of investing \$500 or more in first mortgage, 6 per cent. gold bonds has been recommended successfully for many years to their customers, by S. W. Straus & Co., Mortgage and Bond Bankers, Straus Bldg., Chicago, or 1 Wall St., New York. This house was founded over thirty years ago. Write to Straus & Co., for their "Circular 557-H."

A plan of buying ten shares in ten dividend-paying stocks, making the investment with a small amount of money and paying the balance in installments, has been formulated for their numerous clients by John Muir & Co., members New York Stock Exchange, and specialists in odd lots, 74 Broadway, New York. Write to them for their "Free Booklet A-A," on "Odd Lot Investments."

An educational circular of special advantage to those who would like to deal in investment securities in Wall Street has been prepared by Spencer Trask & Co., 43 Exchange Place, New York, for their customers. This circular describes over 100 issues of railroad and industrial stocks listed on the New York Stock Exchange, their dividends, earnings, etc. Write to Trask & Co., for their "Circular 1163," on "Railroad and Industrial Stocks."

Millions in City Graft

EVERY citizen of New York should be interested in the bulletins issued by the Citizens' Municipal Committee showing what the Fusion Board of Estimate has saved the city, in contrast with the old Tammany methods of purchasing supplies. As an evidence of the way honesty and system can rout extravagance and graft, the disclosures are of interest to taxpayers everywhere. Millions of dollars have been saved already, and an amendment to the city charter which would have effected still further economy was only blocked by Tammany's hold upon the State Legislature.

Before the Fusion Board of Estimate standardized purchases, each department of the city government under Tammany rule bought coal independently, paying a big price, frequently for a low grade. The city now buys the best of coal, measured on the British thermal unit basis, and when coal does not produce the amount of heat called for, the contractor pays a penalty. In some months these penalties have been as high as \$4,000. The forage bill of the city for feeding between 7,000 and 8,000 horses is \$1,000,000, oats being the biggest item of expense. Under Tammany the city was supposed to be supplied with No. 1 white clipped oats, the highest grade sold. The standardization Commission soon learned that in the past twelve years there had not been 1,000 bushels of such oats in the New York market. To-day the city gets what it pays for. Every sample of oats submitted on bid must be accompanied by a certificate from the Produce Exchange establishing the grade. Meats formerly bought partly in carcass and partly in the more expensive butcher's cuts, are now bought entirely in carcass. Butter, eggs, fish and vegetables have also been standardized. Fish, fruits and vegetables once bought out of season at fancy prices, are now bought only in season. It is too bad that hospital nurses and doctors can no longer have strawberries at 75 cents a box and cantaloupes at \$2 each, but it is good for the long-suffering tax-payer.

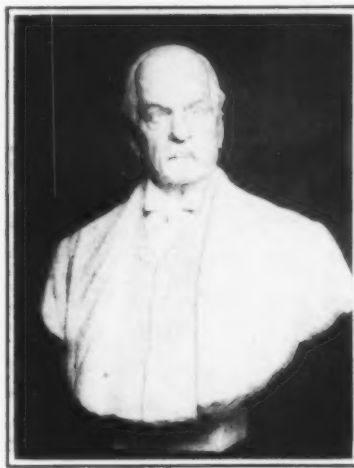
A further reform worked out by the Board of Estimate was the creation of a central purchasing department in place of 120 distinct purchasing agents. This would enable the city to buy in immense quantities at greatly reduced prices and would effect a saving of between \$3,000,000 and \$4,500,000 annually. But Tammany had already had too much of such reform, and the Tammany Legislature, obedient to orders from headquarters, defeated the charter amendment which this would have required.

Talcum Powder Tess

(Continued from page 128)

ridiculed, but who had proved to be the inspiration that carried the troops to a brilliant victory that day. Gently we laid him beneath the trees, where we had camped a few nights before, and that night his soul passed into the land where so many other uncrowned heroes have gone. He passed away with never a whimper or thought of himself. "Good-by, boys! I wish one of you would write a bit of a letter to my mother, if it's not too much trouble." That was all he said.

There was not a dry eye in the regiment when we laid him away in the little cemetery back of Stotsenberg, and his name will always be one of the idols of that regiment, revered and respected from both sides of the parade,—and it is not "Talcum-Powder Tess."



MORGAN HONORED IN ITALY

The city of Ascoli, Italy, is erecting in its public square a bronze bust of the late J. Pierpont Morgan, with suitable pedestal, in recognition of his generosity in restoring to the cathedral of the town the famous cope. Mr. Morgan was a most enthusiastic collector of art treasures and antiquities, and the cope came to him from a dealer. It was later identified as one that had been stolen from the cathedral, and was promptly restored. The bust was designed by Scarpino Caraino Pietro of New York.

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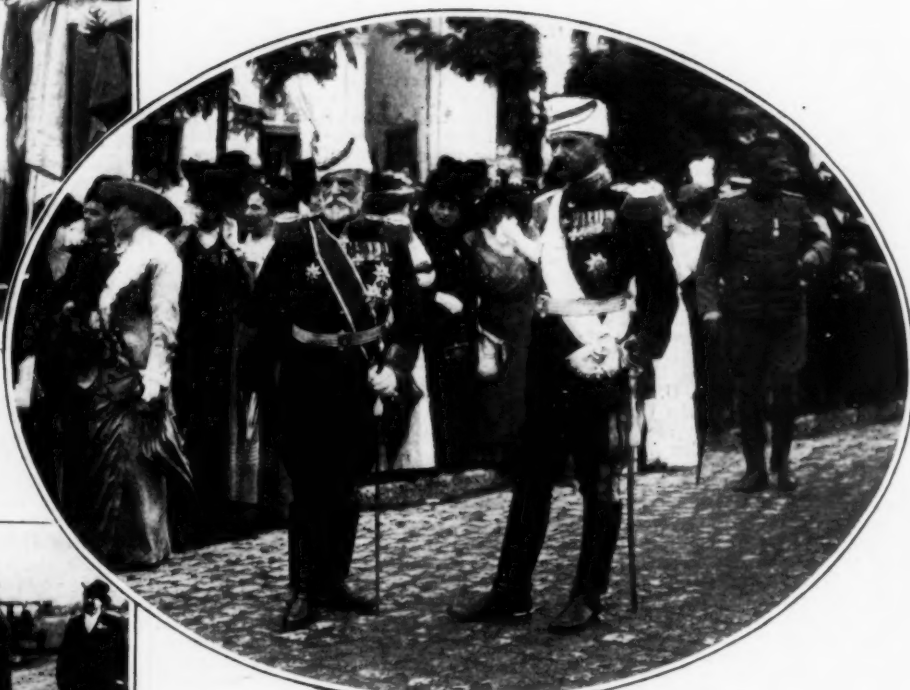


THE MAN TO WHOM ALL MEXICAN EYES ARE TURNED
General Venustiano Carranza, photographed at the railroad station at Saltillo, as he was departing for Monterey and Tampico. It is now expected that he will be provisional president of Mexico. His differences with Villa were patched up under pressure from Washington. In the meantime conditions throughout Mexico are extremely bad. Great unrest prevails in the capital and fighting with Zapatistas is going on in the suburbs. Many leading men identified with the Huerta régime are leaving the country, as no amnesty is promised them.



SERBIAN WOMEN ENLIST TO DEFEND HOMES

Since the war clouds have settled over Serbia the women have been giving proofs of patriotic devotion. The illustration shows recruits for the League of Death, an organization of women who have sworn to die in the defense of their homes. The founder of this organization of Amazons is a woman 60 years old, who has several sons and grandsons in the Serbian army. The Serbians are thoroughly imbued with the idea that they must sacrifice everything for their national existence, and the people have been impatient of the efforts of their government to escape a war with Austria. Among the subjects of Emperor Francis Joseph are many millions of Serbs whose sympathies are with Serbia.



SERBIAN GENERAL ARRESTED BY AUSTRIA

Field Marshal Putnik of Serbia (to the left), whose arrest while traveling in Austria, July 26, and the dismissal of the Serbian minister at Vienna, were almost equivalent to a declaration of war. While the murder of the Archduke Francis Ferdinand was made the excuse for Austria's action, the threat of war was really due to the desire of Austria to extend her control over the Serbs of southeastern Europe. Russia is pledged to oppose this, and if she is drawn into the conflict her allies of the Triple Entente, Great Britain and France, will join her. Germany and Italy are members of the Triple Alliance, and must stand with Austria in case of a general war. The Triple Alliance can muster 8,600,000 soldiers and the Triple Entente 8,900,000.



ULSTER WOMEN SIGN THE COVENANT

In the civil strife in Ireland the women are quite as agitated as the men. The photograph shows them signing the Covenant in the headquarters of the Primrose League in Ulster. A conflict between British regulars and gun-running National Volunteers on July 26 led to a riot in Dublin in which four people were killed and many wounded. This gave a sinister aspect to the situation. Both factions continue their warlike preparations, and some small happening may start actual war. The efforts of King George to effect a compromise failed. The Ulsterites are firm in their demand that they be excluded from the operations of home rule, and the Nationalists insist that the act must apply to all of Ireland.



ST. LOUIS BALLOON RACE PHOTOGRAPHED FROM MIDAIR

This unique picture was taken from the car of the balloon *Uncle Sam* in the recent race at St. Louis. It shows the last five balloons to start, also a bird's-eye view of a portion of the city. It was taken from an altitude of 800 feet.



KENTUCKY TOWN DEVASTATED BY TORNADO

A July tornado swept over the town of Henderson, Kentucky, doing great damage. Many houses and stores were wrecked, and the trees of the town were nearly all blown down. The photograph shows a house on Ingram Street that was wrecked by an uprooted tree.

Leslie's Fifty Years Ago

Illustrations, News Items, and Comment Printed in the Stirring Days of 1864

August, 1864

NEW potatoes in Richmond are only \$5.00 a quart.

ALEXANDER DUMAS is giving readings from his own works in Paris, in imitation of Dickens, Thackeray, etc.

IT is reported that the heiress to the Brazilian throne is likely to marry the Austrian Archduke, Louis Victor. If this happens the Hapsburg family will number three emperors.

CYRUS W. FIELD has gone to find a place in Trinity Bay, N. F., for landing the American end of the Atlantic Telegraph cable, with one of Queen Victoria's steamers-of-war to carry him from St. John's.

THE Turkish flag is to be altered. Instead of the red ground and white crescent as heretofore, the colors are green ground with a red ball in the center, in the middle of which will be a white crescent.

MISS ANNIE E. JONES, better known as "the pretty Confederate Spy," only 20 years old, who has been a prisoner of state for the last year, was released by order of Secretary Stanton from the Barnstable, Massachusetts, jail, and left for Boston last week.

TRY this, some of you. Fasten a nail or key to a string and suspend it to your thumb and finger, and the nail will oscillate like a pendulum. Let some one place his open hand under the nail, and it will change to a circular motion. Then let a third person place his hand upon your shoulder and the nail becomes in a moment stationary.

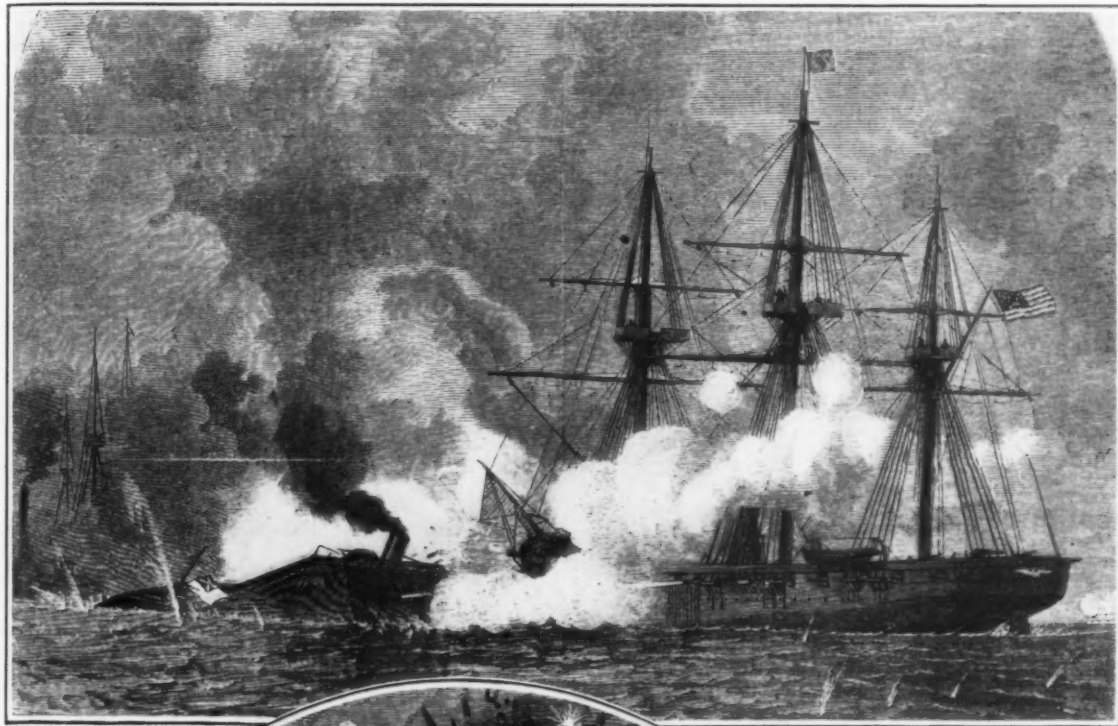
MISS MAJOR PAULINE CUSHMAN is receiving considerable attention in Boston. The *Transcript*, in mentioning the lady, remarks that, during one of her recitals, she appealed to the young men to come forward and said she would prove her sincerity in the cause by receiving their names and leading them to the field, as her rank would entitle her to do.

THE Richmond *Examiner* says: "For the first time in our varied experience we saw on Tuesday a barrel of flour hauled up Gouverneur street in a hearse! The public stared but the driver drove on. When we came to recollect that flour was \$500 and \$600 per barrel, and that the struggle for bread was one for life and death, we better appreciated the connection between the hearse and the barrel of flour."

AFFAIRS at Mobile begin to assume an interesting phase. Admiral Farragut is gathering at that point a powerful fleet, which has already succeeded in almost entirely closing the port against blockade-runners. Until the Admiral is re-inforced with more monitors, however, active operations against the city may not be expected. The success of Gen. Sherman at Atlanta will greatly influence Admiral Farragut's conduct in timing the attack.

BOOTS are said to have been invented by the Carians. They were at first made of leather, afterwards of brass and iron, and were proof against both cut and thrust. It was from this that Homer called the Greeks brazen footed. Formerly, in France, a great foot was much esteemed, and the length of the shoe in the 14th century was a mark of distinction. The shoes of a prince were two feet and a half long; those of a baron two feet; those of a knight eighteen inches long.

THE Human Figure. The proportions of the figure are strictly mathematical. The whole figure is six times the length of the foot. Whether the form be slender or plump the rule holds good; any deviation from it is a departure from the highest beauty of proportion. The Greeks make all their statues according to this rule. The face, from the highest point on the forehead, where the hairs begin, to the chin, is one tenth of the whole stature. The hand, from the wrist to the middle finger, is the same. From the top of the chest to the highest point of the forehead is a seventh. If the length of the face, from the roots of the hair to the chin, be divided into three equal parts, the first division determines the place where the eyebrows meet, and the second the place of the nostrils. The height from the feet to the top of the head is the same as the distance from the extremity of the fingers when the arms are extended.



THE NOTED ENGAGEMENT AT MOBILE

One of the most stirring naval engagements of the War between the States was that of Mobile Bay, on August 5, 1864, in which Admiral Farragut spectacularly distinguished himself. The Federal fleet passed Fort Morgan and Fort Gaines, at the entrance to the harbor, despite torpedoes and mines, and lost but one vessel, the *Tecumseh*, in doing so. The Confederate fleet was engaged about fifteen miles up the Bay, and after a stubborn fight of four hours surrendered.



A TERRIBLE EXPLOSION

Two powder barges, the *Hendricks* and *General Meade*, with ammunition destined for the Federal army, were being unloaded at City Point, Va., on July 8th, 1864, when they were suddenly blown to fragments, with a great loss of life. It was one of the worst catastrophes of the war and its cause was not known, some ascribing it to a Confederate torpedo, others to the explosion of a shell in the hold of one of the barges.



WHEN MEXICO WAS A MONARCHY

Triumphal entrance of the Emperor Maximilian and his Empress into the City of Mexico, June 12, 1864. While the United States was engaged with her own troubles between the states, and had little time to act as guardian, under the Monroe Doctrine, of the other countries on this continent, France assisted in placing Maximilian, the brother of the present Emperor Francis Joseph of Austria, on the throne, to rule over Mexico. As soon as peace was established in the United States, our government notified France that its troops must be withdrawn from Mexico. This was finally done and Maximilian was left to the mercy of the Mexican Revolutionists. Defeated, he made his last stand at Queretaro, was captured, and, after court-martial, was executed, together with his two leading generals. Benito Pablo Juarez, acclaimed as Mexico's liberator, was responsible for Maximilian's death. Juarez became president of Mexico. Aureliano Blanquet, Minister of War in Huerta's cabinet, commanded the firing squad that executed Maximilian, whose entire reign lasted less than three years.



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